

CYCLE NEWS[®]

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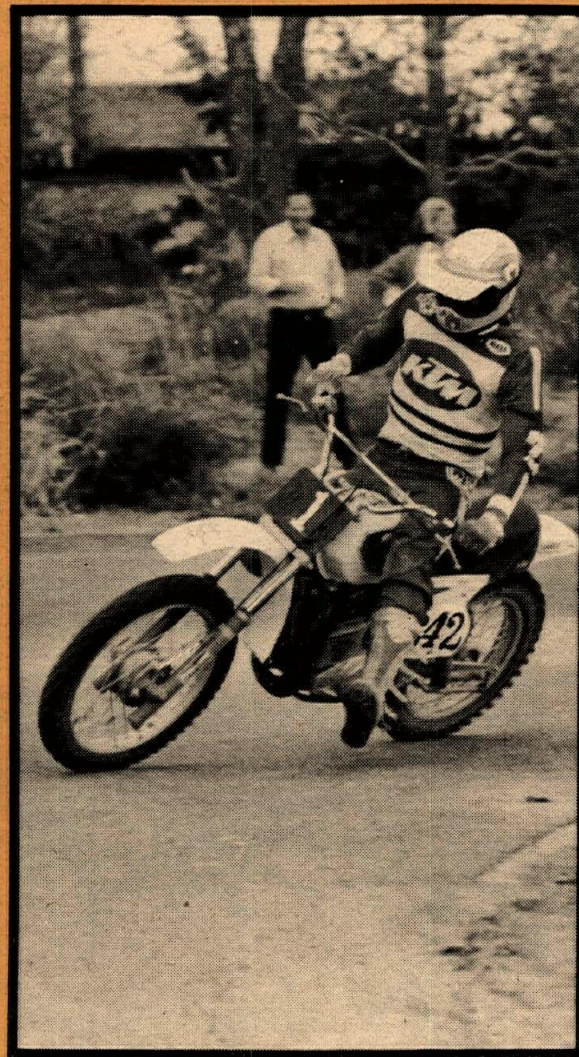
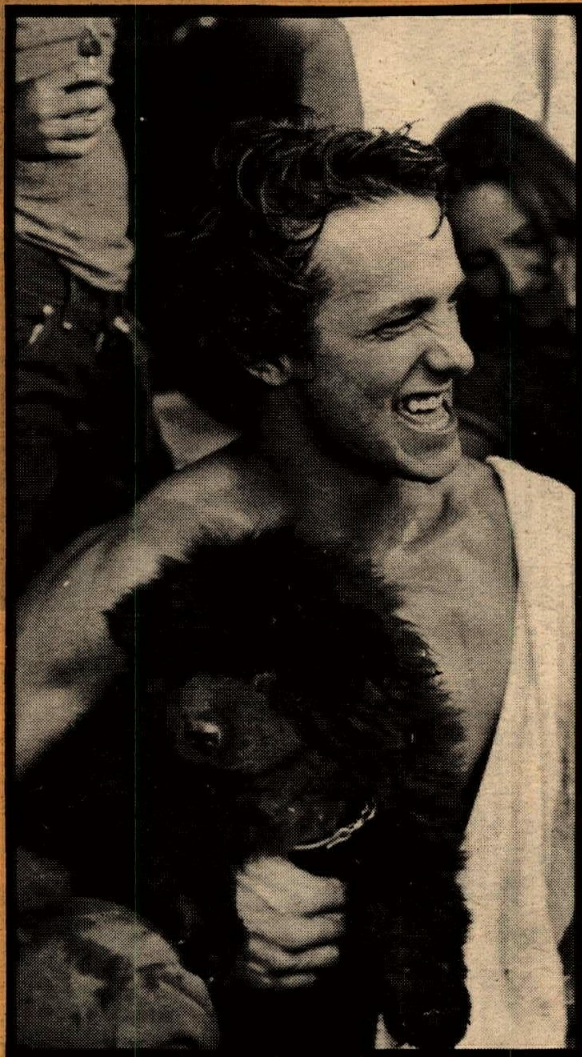
Volume XV : Number 44 : November 15, 1978

75¢

Coca-Cola Bottlers Motocross Finals *Preview*

ANAHEIM

Hannah/Tripes: Will they ride?



Plus:
Shultz super at Sears Point
Steiner finer at Women's Nationals
Balentine blasts Cal City GP

NEWSPAPER

HURRICANE SEASON



TO THE PROFOUND RELIEF OF THE COMPETITION, THERE'S NOTHING LEFT FOR BOB HANNAH TO WIN.

IN LAKE WHITNEY, TEXAS, AN AREA MORE ACCUSTOMED TO DUST-STORMS THAN HURRICANES, HANNAH FINISHED OFF A MAGNIFICENT MOTO-

CROSS SEASON BY BECOMING THE FIRST AMERICAN EVER TO CAPTURE A TRANS-AMA CHAMPIONSHIP.

BOB'S VICTORY IN THE TRANS-AMA WAS THE LATEST IN AN INCREDIBLE STRING THAT ALREADY INCLUDED THE



N IS FINALLY OVER.

SUPERCROSS, THE AMA 250 NATIONAL AND THE INTERNATIONAL MOTORCYCLE OLYMPIAD—LITERALLY EVERY SINGLE SERIES HE CHOSE TO ENTER. OBVIOUSLY, HURRICANE SEASON WAS A HOWLING SUCCESS.

WE AT YAMAHA WOULD LIKE TO CONGRATULATE BOB HANNAH FOR HIS REMARKABLE ACHIEVEMENTS.

AND WISH HIM LUCK IN THE COMING YEAR.

ON SECOND THOUGHT, SCRATCH THAT LAST SENTENCE.

BECAUSE WHEN YOU'RE "HURRICANE" HANNAH, LUCK HAS NOTHING TO DO WITH IT.

YAMAHA

When you know how they're built.



CYCLE NEWS WEST

America's No. 1 Weekly Motorcycle Newspaper

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**ON THE FRONT PAGE: Shultz
(left), Steiner (center) and
Balentine (right): A trio of
Super Sunday winners.
Photos by Morey, Trotter and
Brown respectively.**

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VOICES

A word from the Shrink

I read the Poop section in the Oct.
18, 1978 *Cycle News* which concerned
epilepsy.

First, I am concerned about Mrs.
Ellen Grass' credentials as a neuro-
psychologist since she is not listed in
the 1978 edition of the National
Register of Health Service Providers in
Psychology or the 1977 membership
register of the American Psychological
Association; also, I am very familiar
with the neuropsychological literature
and do not recognize her name.

Second, according to a standard
well-accepted medical reference:
Brain's Clinical Neurology, Oxford
University Press, 1973, Ch. 7,
Epilepsy, p. 154, "Epilepsy (in adults)
is a common symptom of intracranial
tumor....cerebral atherosclerosis....
heart block....hypoglycaemia....
neurosyphilis. Head injury is followed
by epilepsy in some 20% of cases of
penetrating injury involving the
meninges, but is rare after closed head
injuries."

I am a charter member of the Cross
Country Association of Reno and have
raced (or at least ridden) District 36
Cross Country events (mostly desert) for
the last several years. Also, I am a
certified psychologist and have had
two years postdoctoral training in
Clinical Neuropsychology at the
University of Colorado Medical
Center.

"SHRINK" VOGT, Ph.D.
Dist. 36 #70N
Reno, NV

Old Gray Fox on B-to-V

The Old Gray Fox comes forth
again to caution would-be riders of the
now "extinct" Phantom Duck Ride. I
suggest that you stay home, but if you
decide to spend Thanksgiving
weekend on the desert, please consider
the following:

1. Obey all laws.
2. Keep any protest peaceful.
3. Control your kids.
4. Keep the area clean.
5. The area near the "extinct" Duck
Ride is private property. Keep
any riding to a minimum, and
only on existing roads and trails.
6. Show the Sierra Club, the BLM,
and law enforcement officers

that we are not a "mob," but law
abiding citizens.

The Old Gray Fox is a property
owner in the area, and will, as he has
done for some 10 years, celebrate
Thanksgiving weekend on his own
property, with his invited guests. The
old yellow jeep will be there and will
help with any emergency if needed.

THE OLD GRAY FOX
Hesperia, CA

Open letter to USFRA

This letter is written to express the
feelings of anger and dismay over the
organization, execution and published
"official results" of the 1978 Big Bike
Shoot Out staged by your organiza-
tion, the Utah Salt Flats Racing
Association.

Somewhere along the way, we at
Turbo Cycle Corp. developed the
impression that if you abide by all the
rules, even those that are changed at
the last minute, and finish first in each
event, that you are the overall winner.
The ZIR-TC, as clocked, timed and
reported by your organization, finished
first in each category, top speed, one
quarter mile E.T. and one quarter
mile speed and yet your "official
results" decreed that the ZIR-TC
DNF! Amazing!

It is clear that the written
commitments you made relative to
machine break-in procedures were not
only not followed, but the admission of
the USFRA representative who rode
the break-in miles, "no one told me to
follow the owner's manual procedures"!
He stated that he had run the ZIR-TC
up to 8,000 rpm the first time he got
on it. The owner's manual very clearly
states that 4,000 rpm should not be
exceeded for the first 500 miles!

Another commitment you made
was that the bikes would only be
ridden 500 miles for the break-in.
Both ZIR-TC's were ridden more than
500 miles and one was ridden over 900
miles. In point of fact, we now under-
stand that your interpretation of break-
in not only includes thrashing, but
literally dropping the ZIR-TC, as
well as the Suzuki GS1000, off your
trailer on the way to the Flat.
Graciously, you have requested
donations to help repair the GS1000
while returning the ZIR-TC to us in a

plastic bag with a sheepish grin and a
"Gee, those things happen."

When it came to the running of the
events, appropriately called execution,
it is even more facetious. In addition
to the qualifications of stock
production machine, etc., the rules
were and I quote: "three top speed and
quarter mile runs will be made to each
machine with the entrant's best score
computed from the best run."
Time—the ZIR-TC ran 161.57 mph
compared to the second fastest speed
of 134.52 mph by the Honda CBX.
During the run, the oil drain plug
loosened. But you showed tremendous
"confidence" in the ZIR-TC because
you demanded that it be immediately
run again. You also then added the
on-the-spot rule that riders were not to
exceed recommended red line. Why?
Couldn't the other bikes go beyond red
line? Why not find out which is the
fastest bike at 3,000 rpm? Ridiculous.
Shootout means all out.

Even on the second run, the oilless
ZIR-TC was clocked at 135.95 mph,
still faster than any other participant's
fastest run. Of course, running an
engine without oil is not what the
owner's manual recommends.

The next event was the quarter
mile. Your rules permitted the use of
the number two bike if a "major
problem" was encountered with the
primary bike. Since our engine was
lunched, you said we could use the
back-up bike. Great. Unfortunately,
this was the one that had been
rendered inoperable when your
associates had dropped it off your
truck on the way to the Flats. Your
alternative was to allow us to put the
engine from the bike that was dropped
into the primary unit. If it hadn't have
been for your insurance problem that
delayed the start of the quarter mile
runs, we would have had about an
hour to switch engines and get from
the Flats to the Raceway.

Upon completion of the engine
change, your representative checked
the bike, to again determine that it
was in stock condition. Tests showed
that the engine was developing 80 lbs.
compression compared to the standard
140 lbs. for the ZIR-TC. Even so, we
decided to run the bike and you
clocked our best run at 12.19 sec. at
118.27 mph which still was faster than
any other participant.

We are certainly not satisfied with
your conclusion that finishing first in
each of the categories, as proved by
your own clocking, equals a DNF.
However, we do have a new apprecia-
tion of the terms Frontier Justice and
fair play as practiced by the Utah Salt
Flats Racing Association.

ALAN MASEK
Turbo Cycle Corp.
Santa Ana, CA

AMA Nat'l Amateur MX promoter replies

In reply to the letter "Anger over
AMA Amateur MX Championships"
in *Cycle News* issue #42, I can
appreciate Jan Houterman's
disappointment over traveling 5,000
miles to the AMA Amateur Motocross
Finals in Atlanta only to have his
rider, Eric McKenna, break a
collarbone.

But I wish he would take his
frustrations out on someone other than
me and tell the whole story when he
writes a letter to the Editor. Let me
expand on some of Houterman's
points:

1. The two small "anthills" where
Eric fell were designed to slow the
riders down to 10 mph. Our flag-
ger normally stands 15 to 20 feet
off to the side and in between
these two hills and can cover both
of them.

(Continued to page 15)

Coca-Cola Bottlers

MOTOCROSS FINALS

Coca-Cola and Coke are registered trademarks which identify the same product of the Coca-Cola Company.

The Top Dogs Are Gonna Do It In The Dirt.

Hannah and Tripes re-confirm entries. Bob vows to take all of Goodwin's money one way or another but Marty is already counting it!

At the COCA-COLA BOTTLETS' MOTOCROSS FINALS there will be 25 of the country's best riders lined up to do battle for a no-holds-barred 20-lap finale. In order for you to pick out the favorites and consistent top runners, the staff of Stadium Motorsports, along with leaders of the motorcycle industry, has gathered the statistics and top contender indications through the 1978 season. The following are the current race point leaders and the favorite odds riders.

BOB "HURRICANE" HANNAH

Riding for the Yamaha factory, Bob Hannah is the AMA's most successful professional racer with more career wins than any previous rider... and his record exceeds any race driver ever including the legendary Nuvolari and incredible Fangio—both of four-wheel fame. In 1976 Hannah won the 125cc class Winter AMA Series and 18 wins in 20 consecutive starts. In 1977, he started the season with 12 consecutive wins—the most to that date in AMA history. He was 1st Overall 250cc in the Winter AMA Series, 2nd Overall in the 500cc National Championship, 2nd Overall in the Trans AMA—placing as high as any other American ever had in the series, and was the Supercross Champion. In 1978, Hannah was 2nd Overall in the COCA-COLA SUPERBOWL OF MOTOCROSS, won the Toyota Supercross Series Championship, clinched the 250cc National Championship with two races left in the series, won 17 consecutive races to break his own record, came in 3rd Overall in the 250cc World Grand Prix at Unidilla and became the rider in American motocross history with the most wins to surpass Yamaha teammate Pierre Karsmakers' record. What a record!

MARTY "TYPHOON" TRIPES

Tripes and his Honda were Hannah's main competition throughout the season and Hannah states, "On a good day Marty is the fastest in the world."

Marty Tripes won the Coca Cola Superbowl of Motocross twice, two years in a row—1972 and 1973. In 1974 he came in 2nd Overall in the 250cc National Championship and although his racing seemed dormant for awhile he came back strong in 1978 with a 2nd Overall in the Toyota Supercross Series and won the 250cc Grand Prix in Unadilla, New York beating Hannah. Obviously, they are arch rivals.

KENT HOWERTON

Howerton rides a Suzuki factory-backed motocrosser, and is not only a former 500cc National Championship winner, he also won the 1974 Trans AMA support class, was second in the Overall 250cc National Championship in 1976, and in 1977 walked away with the International Olympiad.

MIKE BELL

Hannah's teammate successfully won the Coca Cola Superbowl of Motocross this year, on basically stock machinery against exotica. Mike Bell has also been victorious in the 500cc National wars. He's the tallest rider on the circuit at 6'3", the fastest rookie and the only man capable of beating the top three consistently. This is the man to watch! He will be in battle with Howerton for 3rd place. As they stand now they are only 1 point apart in standings!

JIM "CAPTAIN COBALT" ELLIS

A Honda teamster, Jimmy Ellis has previously

won four supercross events and has at times, been an obstruction for Hannah's winning streak. Ellis handily won the opening event this year at Seattle, and really wants to end the season with a win; he's been training like a man possessed in recovering from a summer injury and even missing the entire Trans AMA just to increase his chances of winning Anaheim and the Showdown.

He was the winner of the COCA-COLA SUPERBOWL OF MOTOCROSS both in 1975

and 1976 (one of the only two double winners), has placed 1st and 3rd Overall in the 250cc Supercross Series and this year, his racing soared to a climax by winning the Kingdome Supercross Race, placing 2nd Overall in the 250cc National Championship and 3rd Overall at the SUPERBOWL OF MOTOCROSS.

"THE JAMMER" JIMMY WEINERT

The 1977 COCA-COLA SUPERBOWL OF MOTOCROSS winner, Jim Weinert, is a veteran

of motocross, with an abundance of knowledge, experience and racing talent gained from two 500cc National Championships: the 1976 Supercross Championship and a 2nd in the 1978 International Olympiad. When inspired, he can "show the kids a thing or two" by beating them at the finish, which he has done on several occasions. In 1978 he was 2nd Overall in the 250cc National Championships and 3rd Overall at the COCA-COLA SUPERBOWL OF MOTOCROSS.

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BY PAPA WEALEY

1979 AMA events

For your convenience we asked the AMA Professional Racing Department to provide us with a tentative schedule of national and international events for 1979. Every event listed below is subject to change in any way possible at this point. Ideally the AMA would prefer to sanction at least 28 events for the Winston Pro Series, so you can probably look forward to at least one additional event (possibly filling in the Memorial Day weekend gap). On the National MX schedule, Hangtown's 125/250cc National scheduled for March 25 will be held at the Prairie City OHV Park, Sacramento, CA rather than Plymouth, CA this year (nothing against the great folks of Plymouth — Hangtown just outgrew the facility). On the International schedule, September 2, for the Motocross des Nations and September 9, for Trophée des Nations have been confirmed by the FIM. Until we receive a firm schedule of all AMA events for 1979 use your pencil (and make sure you have an eraser handy) to fill in your calendar at home.

AMA Grand National Championship/Winston Pro Series*

February 2 TT Houston, TX	June 2 Half Mile Louisville, KY	July 8 Half Mile San Jose, CA	August 12 Road Race Pocono, PA	September 16 1/4 Mile Meadows, PA
February 3 Short Track Houston, TX	June 10 Half-Mile Middletown, NY	July 15 TT Castle Rock, WA	August 19 Half Mile Des Moines, IA	September 23 Mile San Jose, CA
March 11 Road Race Daytona Beach, FL	June 17 Road Race Loudon, NH	July 22 Road Race Sears Point, CA	August 25 Mile Indianapolis, IN	September 29 Half Mile Gardena, CA
May 6 Mile San Jose, CA	June 22 TT Santa Fe, IL	July 29 Mile DuQuoin, IL	August 26 Mile Indianapolis, IN	*Tentative
May 12 Half Mile Gardena, CA	June 24 Half Mile Columbus, OH	August 3 Short Track Santa Fe, IL	September 2 Road Race Loudon, NH	
May 19 Half Mile Topeka, KS	June 30 TT Gardena, CA	August 5 TT Peoria, IL	September 9 Mile Syracuse, NY	

AMA National Motocross Schedule*

January 28 Stadium MX Oakland, CA	March 25 125/250cc MX Sacramento, CA	May 13 250/500cc MX Mt. Morris, PA	June 24 250/500cc MX St. Peters, MO	August 12 125/500cc MX Binghamton, NY
February 10-11 Stadium MX Seattle, WA	April 1 125/250cc MX Trabuco Cyn., CA	May 20 250/500cc MX Southwick, MA	July 1 250/500cc MX Buchanan, MI	August 19 125/500cc MX Charlotte, NC
March 3 Stadium MX Atlanta, GA	April 8 125/250cc MX Houston, TX	May 27 250/500cc MX Atlanta, GA	July 6-7 Stadium MX Pittsburg, PA	August 26 125/500cc MX St. Petersburg, FL
March 10 Stadium MX Daytona, FL	April 22 125/250cc MX Omaha, NB	June 2 Stadium MX New Orleans, LA	July 14 Stadium MX Los Angeles, CA	November 10 Stadium MX Anaheim, CA
March 16-17 Stadium MX Houston, TX	April 28-29 Stadium MX Pontiac, MI	June 17 250/500cc MX Sears Point, CA	August 5 125/500cc MX Escoheag, RI	*Tentative

FIM/AMA International Schedule*

June 10 500cc USGP Carlsbad, CA	August 5 F-750 Road Race Monterey, CA	September 10-15 ISDT West Germany	September 30 Trans-AMA Buchanan, MI	October 21 Trans-AMA St. Peters, MO
July 22 125cc USGP Lexington, OH	September 2 Motocross des Nations Finland	September 16 Olympiad Orange, CA	October 7 Trans-AMA New Berlin, NY	October 28 Trans-AMA TBA
July 29 250cc USGP New Berlin, NY	September 9 Trophée des Nations Sweden	September 23 Trans-AMA Lexington, OH	October 14 Trans-AMA TBA	November 4 Trans-AMA Sonoma, CA

*Tentative



What do you do when you're midway through a road jump — the latest wild n' crazy thing pro MXers have found to upset their injury-conscious sponsors — and you suddenly realize you don't have enough altitude? Jimmy Weinert demonstrates.

Bob Hannah phoned Papa just 20 minutes before our Monday 4:30 p.m. deadline to announce that he, Marty Tripes and promoter Mike Goodwin had reached an agreement. Tripes and Hannah will ride the Nov. 11 Coca-Cola Bottlers Motocross Finals at Anaheim Stadium. When questioned about any "deal" made to entice the pair to change their minds and compete, Hannah stated, "Marty and I are just gonna ride and win all his money." They will race in both the Supercross event and the special Quaker State Oil Shotgun Showdown.

News from the speedway circuit overseas is that Scott Autrey finished seventh in the British League Riders' Final at Belle Vue. Ole Olsen won with 13 points, while Autrey finished with 10 and in a three way points tie. Also, the British paper *Motor Cycle* reports that rather than play with gearing changes, American Bruce Penhall will compete next year with a six-bike stable of machines for different tracks. Penhall, who rides for the Cradley team, won the two long track events at Ascot over the past two weeks.

Bill Glenn (Suz) was the overall winner of the Nov. 5 AMA National Championship Enduro hosted by Motorcycle Competition, Inc. in New Jersey. Team Suzuki's Ted Worrell took the AA class.

When you're preparing to put on a big race like the Coca-Cola Bottlers Motocross Finals at Anaheim Stadium, things can get a little rushed. Little slips get by, like a press release that wandered across Papa's desk the other day. The press release was devoted to

the \$3,000 Quaker State Shotgun Showdown, and, we quote: "Bob Hannah, Marty Tripes, Jim Ellis and Mike Bell will be *lacking* handlebars in the six lap fight to the finish." That ought to be worth the price of admission by itself, the sight of Hannah, Tripes, Ellis and Bell wrestling with their fork tubes, trying to navigate the computer designed course.

Open A rider George Hendricks won the Nov. 5 AMA National Championship Enduro put on by the Redwood Scramblers M.C. in northern California. Hendricks was followed in the overall order by fellow Open A rider Troy Kelso, and 250cc A rider Rich Aden. Don Sanford of Team Honda and Mike Hannon were 1-2 in the AA class.

For Team Suzuki '79, we hear that southern Californian Scott Gillman is "signed, sealed and delivered" as a Suzuki factory rider. Other reports indicate a Team Suzuki tryout for former minicycle start Scott Burnworth.

MXTV stars? The '78 Coca-Cola Bottlers Superbowl of Motocross VII film will be aired on KHJ-TV, channel 9 in Los Angeles at 11 p.m. Thursday, Nov. 9, and most of the same riders expected to ride in Anaheim at the Nov. 11 Coca-Cola Bottlers Motocross Finals will supply the heart-stopping, bar-bending, mind-boggling action.

If you could use a Toyota truck, a CR125 Honda and a year's supply of Coca-Cola, be sure to snatch up one of the entry blanks being handed out at the gates of the Anaheim Supercross event for a drawing to be held later in the evening.

Two outa three ain't bad: Graham Noyce has signed to ride Anaheim; he has a Honda all ready to go; but he got hurt at the Trans-AMA last weekend. Whether or not he'll show up and race is still a big question mark.

Seen spectating at the Sears Point Trans-AMA was 500cc MX World Champion Heikki Mikkola. Mikkola stopped by in California for a business/friendly visit with JT Racing's John Gregory on his way to Japan for bike testing.

Also seen spectating at Sears Point was Brad Lackey. Rumors had Lackey planning to ride the event, but he enjoyed the race from the sidelines instead.

Have you seen Body Fuel, two new vitamins from Marty Smith's company, Motocross Nutrition, Ltd. You can get a free brochure by sending a self-addressed, stamped envelope to Marty at Motocross Nutrition, Ltd., 4363 Temecula St., San Diego, CA 92107.

Tony DiStefano says he'll be riding under "new colors, for sure." But he won't tell Papa about it until next week. Patience...

Doug "Wheelie King" Domokas (photo on p. 22) mentioned that he'd experienced carburetion problems when doing his vertical wheelies. And Jimmy Weinert had to add his two-cents worth. "I've been having some carburetion problems this season, too," quipped The Jammer. "The Team Manager says the slide's not opening enough!"

Team Honda's Warren Reid clinched the 1978 Trans-AMA MX Series 250cc Support class crown with a seventh overall finish at Sears Point. Broc Glover, who was within 16 points of Reid, finished ninth overall at Sears. The final margin was 21 points, 266-245.

Tri-Cross promoters Ron Hendrickson and Ted Moorewood were seen talking with AMA Commissioner of Professional Racing Mike DiPrete at Sears Point. Together they were plotting three AMA MX Progressive Pro series for California next year. They'll be three-race series; they'll lead into the three Supercross events, and top placers from each of the 125, 250 and 500cc classes will qualify for the Supercross events. Details have not yet been worked out, but they've promised to give Papa the inside line as soon as it's all decided.

The 1979 Continental Moto-sports Club/Suzuki Golden State Series is for '79. The seven-race motocross series starts Jan. 6 at Saddleback Park, then visits on succeeding weekends: Dunlop Cycle Park (near Fresno), Indian Dunes, Carlsbad, Prairie City OHV Park, Clovis Lakes (near Fresno), and Huron Cycle Park (also near Fresno). Each event will have a \$3,000 purse, a Saturday race for Juniors and Intermediates, and U.S. Suzuki is putting up \$3,000 in point fund money.

Last year's CMC/Suzuki Golden State Series saw, as you will doubtless remember, the start of the rise to prominence by one Darrell Shultz, who this year went from local unknown to Trans-AMA winner. Another rider who did well, winning two classes, was "Rocket Rex" Staten, who went to

(Continued to page 46)

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Shultz, Chandler master Sears Point series finale

By Charles Morey

SONOMA, CA, NOV. 5

Darrell Shultz wrapped up his first year on the American Motorcyclist Association professional motocross circuit by putting his sponsor, Maico Motorcycles, at the head of the 500cc Interna-

tional class in the Kawasaki Trans-AMA MX, presented by Bridgestone Tires. Shultz held the pace after getting two near-the-front starts, a necessity on the dusty course, and racked up a winning 3-1 score for the two 40-minute-plus-two-lap motos.

"That makes up for a bad season right there!" an extremely elated Shultz exclaimed as he was mobbed by excited friends and fans in the pits immediately after the final race. "It wasn't even hard!" he added.

While the ride may have been relatively easy for the winner, others found problems too great to bear on the natural terrain track. Trans-AMA Champion for the '78 series, Bob Hannah, did not finish the first moto, then chose not to start round two. Hannah overshot a quick turn at the end of a fast straightaway on the opening lap of round one and crashed. He was trapped beneath his works Yamaha for seemingly endless moments as everyone passed. He remounted and tried to make up the lost time but eventually dropped out due to a mechanical problem on his damaged motorcycles.

"I tore the front brake cable guide off when I crashed. It was locking up the front wheel on every jump," Hannah explained as spectators remarked about the black tire tracks on his shoulder. "They're my own!" he said of the tread marks on his jersey.

Others succumbed to the effects of riding under dusty conditions made

even more difficult as the sun dropped lower over the northern California hills. Marty Tripes, winner of the first moto, scored no points in the second race when the tough visibility conditions got the better of him.

"If I was up further — closer to the front — and could have seen better, I'd have raced. Even my manager agreed it was ridiculous," Tripes stated at the day's end.

Likewise, last year's series winner Roger DeCoster quit in the second race; so did '77 500cc National Champion Marty Smith.

Rex Staten, riding the Bill West-tuned factory Yamaha, placed second overall for the afternoon. Staten twisted his previously injured right knee — he was limping noticeably after the second moto — and wasn't able to hold the pace set by moto winners Tripes and Shultz.

"But I got second in the series," Rex grinned when it was over. "That's what I really wanted." Staten placed 2-3 at Sears Point.

Gary Semics put his Team Can-Am into third overall with a 4-7 score. Steve Stackable took an 8-4 fourth on the factory Kawasaki, and Tommy Croft rounded out the top five on his works Honda.

In 250cc Support class action, Danny "Magoo" Chandler, the stylist crowd favorite at Sears Point, backed up Shultz's win by putting another Maico on top of the heap. Chandler put in an incredible recovery ride in moto one after bailing off on the opening lap, restarting dead last and blasting his way up to eighth by the

end of the 30-minute-plus-two-lap race. He won the second moto.

Chandler rides under Pro Trac Trailer and Hi-Point Accessories sponsorship on his Bill Daprato-tuned Maico. The winner was listed as sixth alternate on the AMA sign-up list at the start of the day, a position hardly indicative of his ability!

Second in the 250cc event was Dan Turner, the first of three Turners found in the top five places: Ron and Jim turned in fourth and fifth place rides.

Third placer in the 250cc Support class, Marty Moates won the first moto but a suspension problem kept him from doing better than ninth the second time out.

"My shocks pumped up in both motos, on the last two laps of the first one but on the first two laps of the second moto," he explained.

It was "Rocket Rex" Staten earning his nickname again at the start of the first 500cc International moto, as he guided the big bore Yamaha into the lead on Sears Point's long starting straight. Bob Hannah had the Keith McCarty-tuned works Yamaha right on Staten's fender, but the Hurricane slipped up when trying to slow the quick machine, and he high-sided, landing with the bike on top.

At the completion of lap one, Staten was busy holding back a hard-charging Gary Semics, and following them were Tommy Croft, Darrell Shultz and Graham Noyce. A tight three-way scrap over sixth place had shaped up among Jim Gibson, Rich Eierstedt and Kent Howerton. Gaylon Mosier and Tony DiStefano rounded out the top 10. Marty Tripes was starting his drive from 11th.

By the third lap, Staten had established an impressive 10-second lead over a three-rider skirmish for second among Semics, Noyce and Shultz. Only a few seconds back another threesome battled for fifth: Howerton, Mosier and Tripes.

Staten looked great. He had the big Yamaha flowing over the bumpy hillsides at World Class speed. But by the sixth lap, Tripes had closed on the Semics/Noyce/Shultz group, and the fun began.

Within a two-lap period, Tripes got through the trio. In the first half-lap, Noyce overtook Semics, and Tripes got around Shultz and started banging on Semics' back door. On the next half-lap, Tripes put the Can-Am behind him and turned his attention toward Noyce's Honda. A half-lap later, he'd come full-on and left Noyce behind. Staten grew larger in his sights, and he passed Rex two laps later.

Tripes was unquestionably the fastest rider in the field. He dug deeper into his ability reserves and left Staten a full eight seconds behind on the next lap! How?

"Desire," said Marty between motos.

"Tripes, when he wants to go, can go!" Staten said when asked the same question.

With seven minutes remaining, Bob Hannah gave up fighting the malfunctioning front brake and pulled into the pits. At first, he'd made headway, but it finally became too bad to continue.

With five minutes left, both Noyce and Shultz closed on Staten and started a fight for second place. Shultz got past Noyce with two laps remaining and tried his hand at shutting down Staten. But Rex kept the door closed.

Then, as Shultz tried to pass a lapped rider, the Maico swapped viciously. Shultz recovered, but Noyce's front wheel was right there, and the Englishman went down.

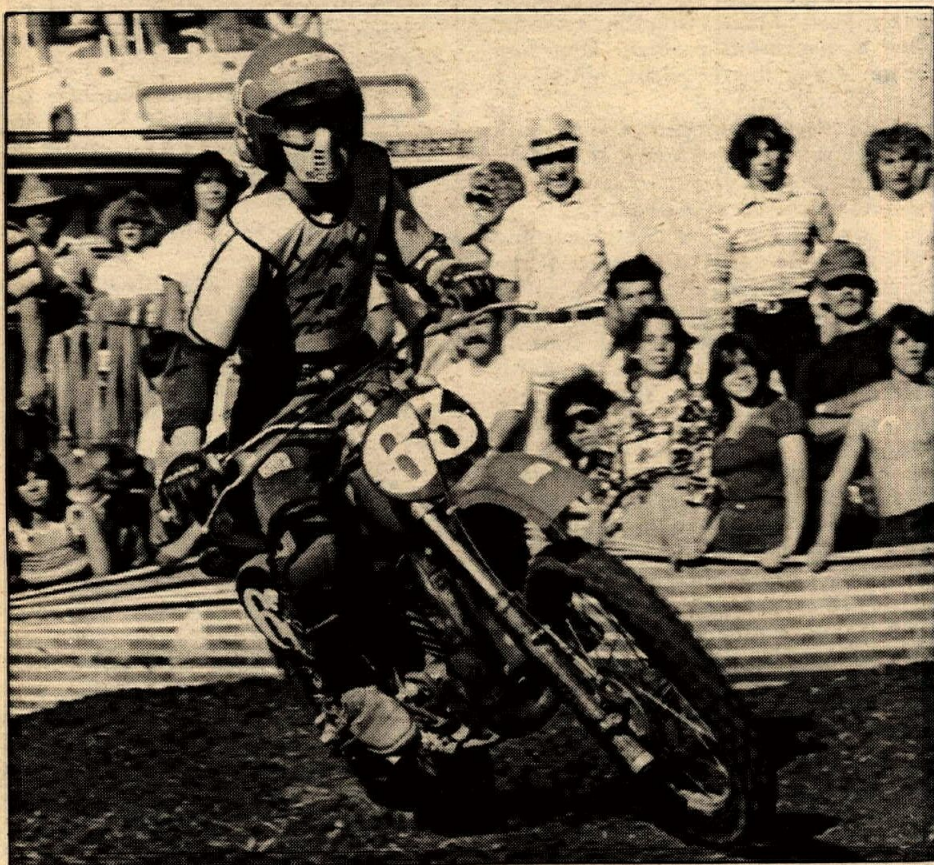
At the checkered flag, Tripes cruised in the easy winner. Staten managed to hold off Shultz. Semics and Howerton completed the top five ahead of Howerton's Suzuki teammates, Danny LaPorte and Tony

Eventual third placer Gary Semics (11) and fifth placer Tommy Croft (7) gassit past a tumbling "Hurricane" Hannah at the start of the first 500cc moto.





(Above) Rex Staten (16) leads Graham Noyce (156) and Darrell Shultz (371) near the end of the first 500cc International moto. (Below left) Danny "Magoo" Chandler topped the 250cc Support class. (Below right) Kawasaki teamsters Gaylon Mosier (12) and Steve Stackable (9) finished eighth and fourth respectively.



Marty Moates (175) leads Danny Turner (37) and Warren Reid (15) in the 250cc class. Moates took third overall, Turner second and Reid seventh.



DiStefano. Steve Stackable crashed into the fence just after the finish line but managed to edge Noyce for eighth. Mickey Kessler rolled in 10th.

If Staten's trigger was quick in round one, it was lightning-quick when the gate dropped for the start of the second 500cc International class moto. Only two straightaways into the race, Rex had pulled out a surprising margin. But it was not to last.

As they completed lap one, Shultz closed that margin and started chafing Staten's rear tire with the Maico's front. A half-lap later, he jammed the Orville Shultz-tuned machine past Rocket Rex into the lead.

Jim Gibson had gotten another good start, third after lap one, and he was pursued by a Stackable/LaPorte/Mosier confrontation over fourth. Tommy Croft and Denny Swartz were dicing for seventh. Ken Adams, Jimmy Weinert and Gary Semics rounded out the top 10. First moto winner Marty Tripes was 27th. Marty would eventually wind up sixth overall by virtue of his first moto victory; he earned no points in round two.

Now it was Shultz's turn to wow the crowd. By the end of lap five, Darrell had built up a 15-second lead over Staten and was well on his way to the moto win. Near the halfway point, he lapped Marty Tripes who had lost his first-moto ambition in the heavy dust cloud.

Gaylon Mosier — after crashing as he tried to pass Shultz in the first moto and registering a DNF for that race — was hauling in round two. He broke free of the bout he was having with Stackable and LaPorte, then closed on Gibson and passed him, too.

Staten, who was slowing with his painful knee, was next to fall to Mosier's charge. With six minutes plus two laps left, the order read: Shultz, Mosier, then a Staten/Stackable/Croft shootout that lasted until three laps from the end.

Croft had just moved into third when he tangled with a lapped rider and dumped it; he would recover to place fifth.

Shultz received a sign reading "20 sec. on Mosier" with three laps remaining. That told the story. He rolled in a winner with time to spare. In his post-race chat with announcer Bruce Flanders, Shultz thanked Maico Motors, Hi-Point Accessories, Works Performance Shocks, Wheelsmith Engineering, Sisler Construction Company, and of course his dad, tuner of the winning Maico. ●

Results

500cc INTERNATIONAL: 1. Darrell Shultz 3-1 (Mai); 2. Rex Staten 2-3 (Yam); 3. Gary Semics 4-7 (C-A); 4. Steve Stackable 8-4 (Kaw); 5. Tommy Croft 11-5 (Hon); 6. Marty Tripes 1-* (Hon); 7. Tony DiStefano 7-11 (Suz); 8. Gaylon Mosier *-2 (Kaw); 9. Ken Adams 12-9 (Mai); 10. Mickey Kessler 10-14 (Yam); 11. Billy Grossi 19-6 (Mai); 12. Jim Gibson 17-8 (Hon); 13. Kent Howerton 5-22 (Suz); 14. Jim Pomeroy 15-12 (Hon); 15. Danny LaPorte 6-* (Suz); 16. Denny Swartz 18-10 (Mai); 17. Graham Noyce 9-* (Hon); 18. Jim Weinert *-13 (Kaw); 19. Roger DeCoster 13-* (Suz); 20. Marty Smith 14-* (Hon).

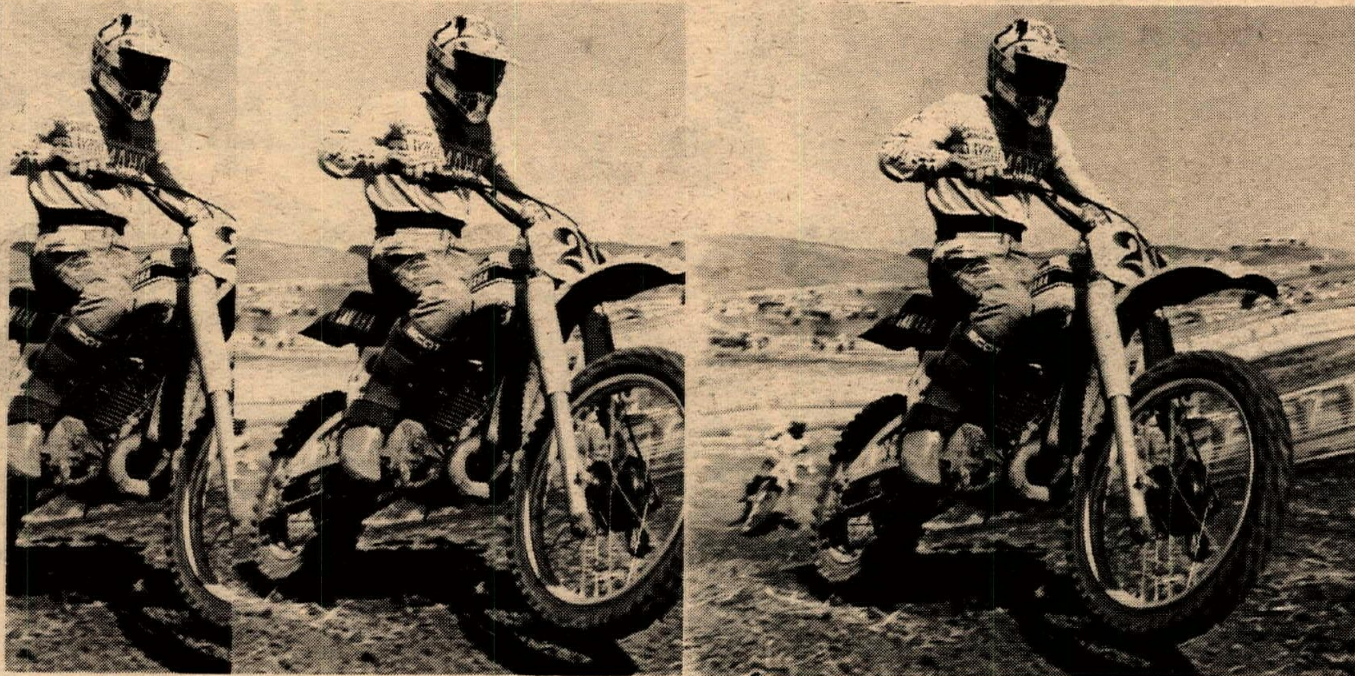
250cc SUPPORT: 1. Danny Chandler 8-1 (Mai); 2. Dan Turner 2-5 (Yam); 3. Marty Moates 1-9 (Hon); 4. Ron Turner 5-4 (Yam); 5. Jim Turner 4-10 (Hon); 6. Donnie Cantaloupi 6-8 (Yam); 7. Warren Reid 3-13 (Hon); 8. David Taylor 10-6 (Yam); 9. Broc Glover 18-3 (Yam); 10. John Savitski 7-12 (Yam); 11. Bob Myers 31-2 (Mai); 12. Roger Brown 9-14; 13. Mark Gregson 29-7 (Hon); 14. Allen Berluti 10-16 (Mai); 15. Greg Theiss 30-11 (Hon); 16. Ron Pomeroy 12-21 (Hon); 17. Trey Jorski 13-22 (Hon); 18. Mike Guerra 14-* (KTM); 19. Jim Cooke 26-15; 20. Kirk Bigelow 15-25 (Yam).

*Denotes a placing outside the top 20.

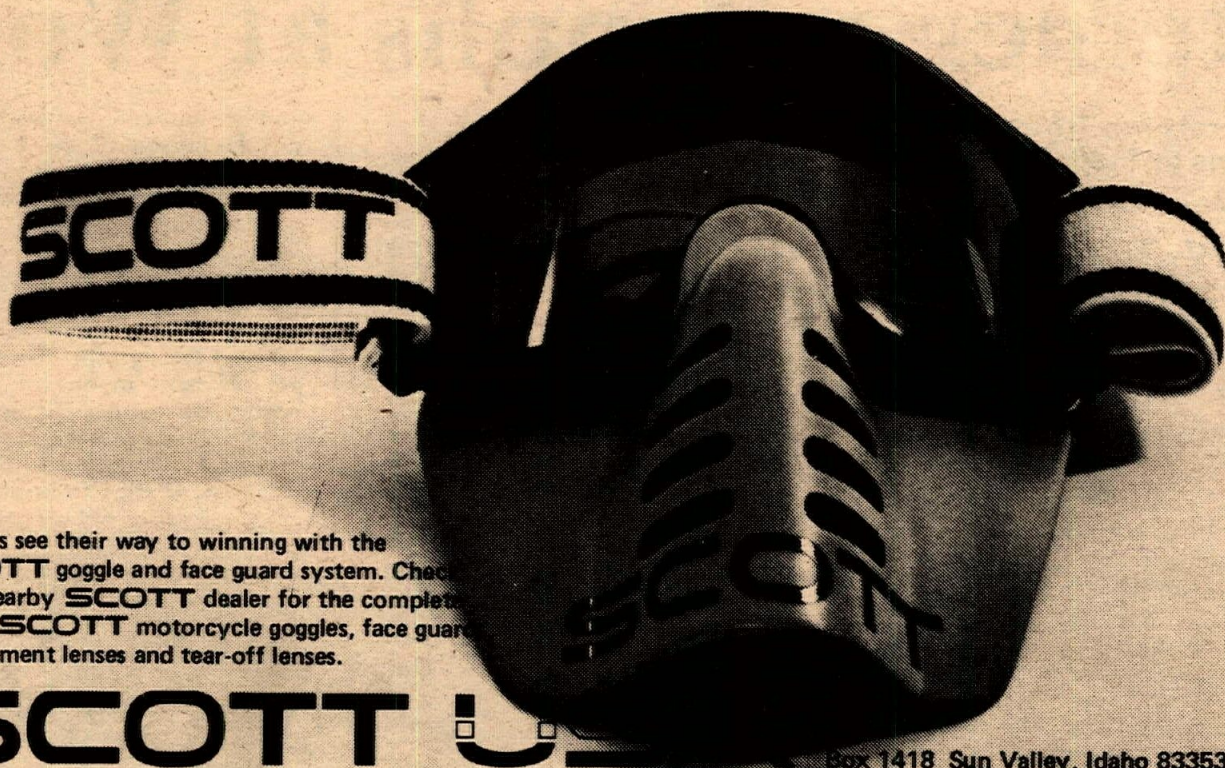
TRANS-AMA MX SERIES 500cc INTERNATIONAL CLASS FINAL POINT STANDINGS: 1. Bob Hannah (283); 2. Rex Staten (219); 3. Graham Noyce (205); 4. Marty Tripes (175); 5. Tommy Croft (164); 6. Roger DeCoster (161); 7. Kent Howerton (153); 8. Gary Semics (152); 9. Gaylon Mosier (143); 10. Denny Swartz (142); 11. Chuck Sun (141); 12. Danny LaPorte (127); 13. Darrell Shultz (126); 14. Mickey Kessler (108); 15. Marty Smith (107); 16. Steve Stackable (90); 17. Jim Pomeroy (77); 18. Brad Lackey (70); 19. Ken Adams (65); 20. Jimmy Weinert (64).

TRANS-AMA MX SERIES 250cc SUPPORT CLASS FINAL POINT STANDINGS: 1. Warren Reid (266); 2. Broc Glover (245); 3. Steve Wise (221); 4. Marty Moates (200); 5. Greg Theiss (167); 6. Mickey Boone (165); 7. Mark Gregson (155); 8. Ron Turner (141); 9. Jim Turner (131); 10. John Savitski (111); 11. Mike Guerra (95); 12. Ron Pomeroy (94); 13. Frank Stacy (93); 14. Ron Turner (85); 15. Kirk Pierce (84); 15. Roger Brown (84); 17. Mark Garrison (67); 17. Tod Perkins (67); 19. Mark Rakestraw (61).

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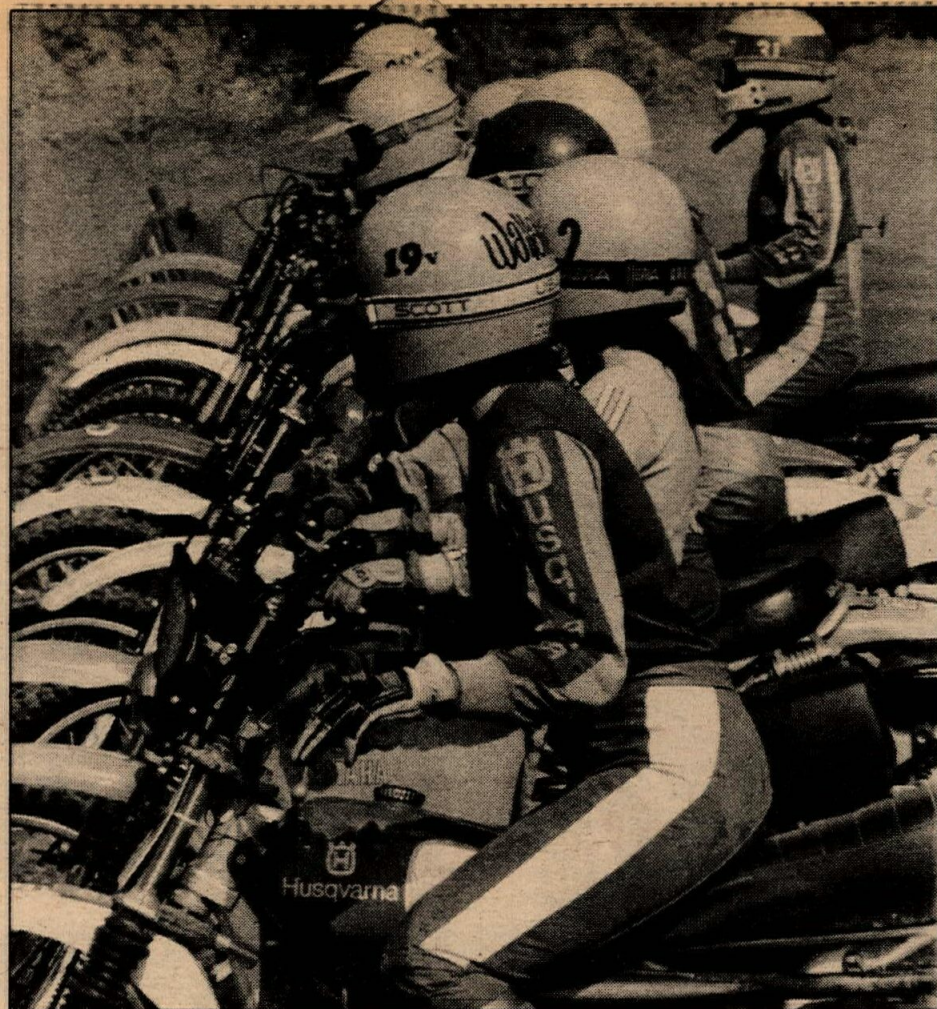
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Rhe Helms (4) and Diane Cox (66Q) take the outside line at the start.



Chris Wallace (inside) and others await the Amateur start.

Steiner triumphs at Women's National

By Patti Firth-Trotter

Photos by Mark Kariya and Patti Firth-Trotter

CARLSBAD, CA, OCT. 28-29

Sugar and spice and everything nice is what girls are supposed to be made of. Add a well-tuned body and a love of motorcycles and you have some of the prettiest, fastest women moto-

crossers in the U.S. at Carlsbad Raceway for the Kawasaki Women's Motocross Nationals.

Carey Steiner took home the Women's National number one plate with a steady two-day showing. Defending champ Sue Fish dominated the show on Saturday, but suffered a hard getoff while leading the first 125cc Pro moto.

Vicki Miller Haag, with the help of her friends, put together one of the best run races held in these parts in a long while. Kawasaki Motors Corporation and Russ Darnell MX School were the major sponsors with Torco and Champion adding trophies, finishing pins and products. Close to fifty sponsors contributed to the success of these two days of racing. In addition to the money and motocross schools Russ Darnell offered, he was ever ready to help riders, mechanics, scorers, and Vicki.

On the first day of the meet, Saturday, the Grand Prix racing was held on the outback section of the infamous Carlsbad course. The 125cc Expert class got the first shot at the dry, dusty, body-thrashing four-mile track. Two time champion Sue Fish looked as serious as ever she has. Sue allowed as to how the pressure this year has been very great for her; the long months of training and competing with the men on the national circuit led to this weekend. Sue's Crown Cycle Yamaha teammate Steiner, ranked second overall Pro at last year's Women's Nationals, was hoping for the number one plate. Sue

showed the other riders and spectators why she is called the "Flyin' Fish." Rhe Helms, sponsored by JD Engineering

and her husband, was second onto the dirt in pursuit of the Fish. Steiner, Vicki Haag (Suz) and 15-year-old Texan Kathy Holman (Suz) had the next places. Peggy Hall and Trudy Beck followed. By the end of the fourth lap Sue was turning three-minute, 45-second laps and had lapped all but Steiner and Holman. Midway through the race DeDe Cates got off hard in one of the granite washes, cutting her chin so badly that she was later to make a quick trip to the hospital for stitches. Roxie Klatt, Haag and Diane Cox finished the race

in the fourth through sixth slots.

Husky-mounted Amateur Kathy Wall went start to stop at the head of the pack of anxious riders. Patty Pruyne (Suz) started the race in fifth, but with a lot of skillful riding and sheer strength finished in second. Chris Wallace (Hus) and Dawn Paiment (Yam) along with San Diegan Julie Brown (Suz) and Lynda Ledlow (Yam) garnered the top honors.

Fred Lewis Racing Team member Marcy Lewis (Suz) got the jump on the other 23 riders in the Novice class to take an early lead with Lisa Delgado in

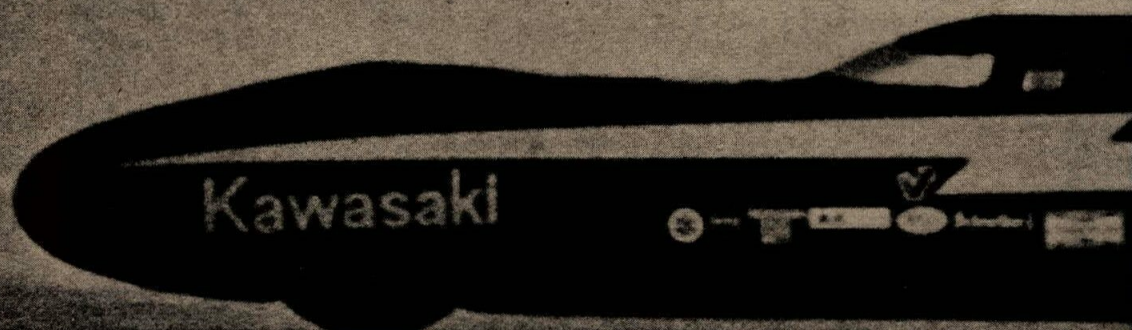
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The Flying Mile, second run:
318.866.





Sue Fish gets a helping hand off the track after a fall in the MX.



Luckily for new champ Carey Steiner, the busted chain wasn't in a race.

al

second. Reno's Jenni Miles put her Yamaha in third leaving fourth place Miriam Rodriguez to deal with the rest of the pack. Lewis was able to hold the lead for eight laps until Debbie Land, also of the Fred Lewis Team, swooped around her. On the 12th lap Lisa Delgado captured the lead only to have Land take it away from her. On the last lap Delgado took over again with Lewis, Land and Miles finishing ahead of Lana Dunfee and Randi Ehrenborg.

With less than two hours' rest the Expert riders were back on the line.

Fish again dominated the entire race with no one even getting close to her. Rhe Helms, DeDe Cates, Trudy Beck, Carey Steiner and Kathy Holman were Sue's closest competition.

At the 45-minute mark of the race as Sue went by her mechanic, she was heard to yell, "How much longer in this gosh darn race?" With temperatures in the low 80s, the heat was taking its toll of the riders.

After the riders meeting on Sunday the girls lined up at the gate on the motocross course awaiting the signal to go in the 125cc Pros. The holeshot was

taken by none other than Sue Fish with Rhe Helms right on her knobby. Steiner, Klatt, Haag and Holman were jockeying for the front positions.

Fish began to open up another of her unreal leads when a getoff on the downhill sent her to the hospital with possible neck and back injuries. Helms took over as the leader; Klatt, Steiner, Trudy Beck and Maico-mounted Pauline Pitt ended the race in the top places.

Rhe Helms took an early lead in the second 125cc moto with DeDe Cates so close to her that there were times they

looked as if they were riding the same bike. For seven laps the two riders dived with Cates finally getting by Helms as they came through the gully in the back section and Helms went off the track and into a fence.

Once Cates was in the lead she just kept dialing on the power for a half a lap lead. Cates had four lapped riders between herself and second place Steiner. Klatt, Helms, Beck, Pitt and Diane Cox captured the next points. Steiner garnered the 125cc overall win with Roxie getting second. Helms, Beck and Pitt took the next honors.

DeDe Cates completely dominated both 250cc Pros motos to become the Women's 250 Champ. There was just no way any of the other riders were going to catch this 17-year-old rocket. In the first moto DeDe had Helms, Holman, Peggy Hall, Klatt, Beck and Debbie Mathews follow her across the finish line. Moto two top scorers were Cates, Helms, Holman Steiner, Beck and Klatt.

At the end of the day Steiner was the winner of the Kawasaki KE100 and the new Women's National number one. DeDe Cates had moved from last year's number three to two for the coming year and Rhe Helms was changing her number to three.

Amateur Kathy Wall took possession of a new little Kawasaki pit bike, a KV75 by becoming the overall winner in her division. Dawn Paiment and Julie Brown were the happy second and third place finishers.

Debbie Land is now the Novice number one with Lisa Delgado, Mercedes Gonzalez and Jenni Miles getting the second through fourth highest points.

During the trophy presentation, even though it was held in the dark, there was a lot of very happy women who had worked extremely hard for all of the honors that were being given them. Gifts of Barum tires, leathers, helmets, goggles, grips, cases of oil, weeks at the Russ Darnell School were being given to the first through sixth place winners in each class.

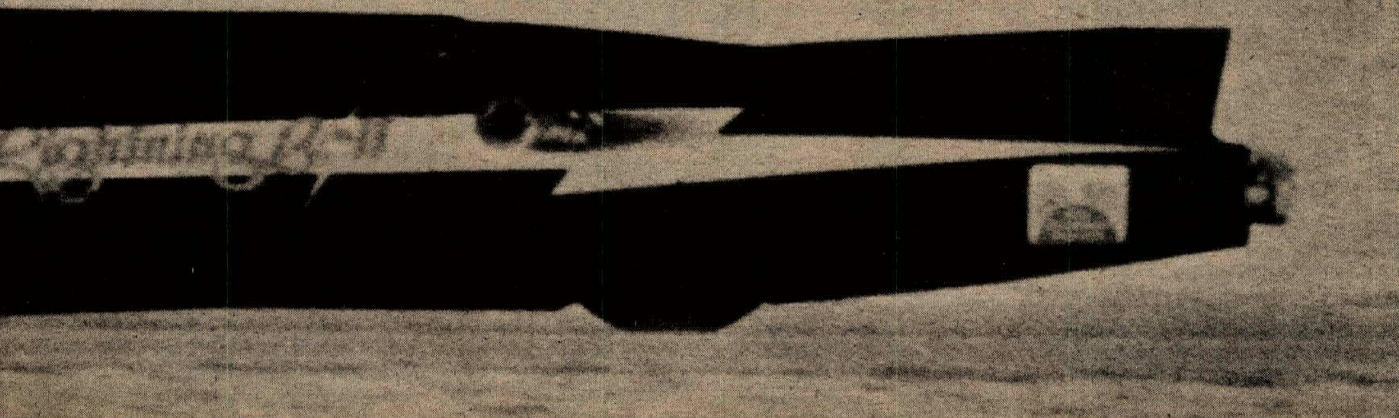
And the highest speed recorded: A very blurry 322.696.

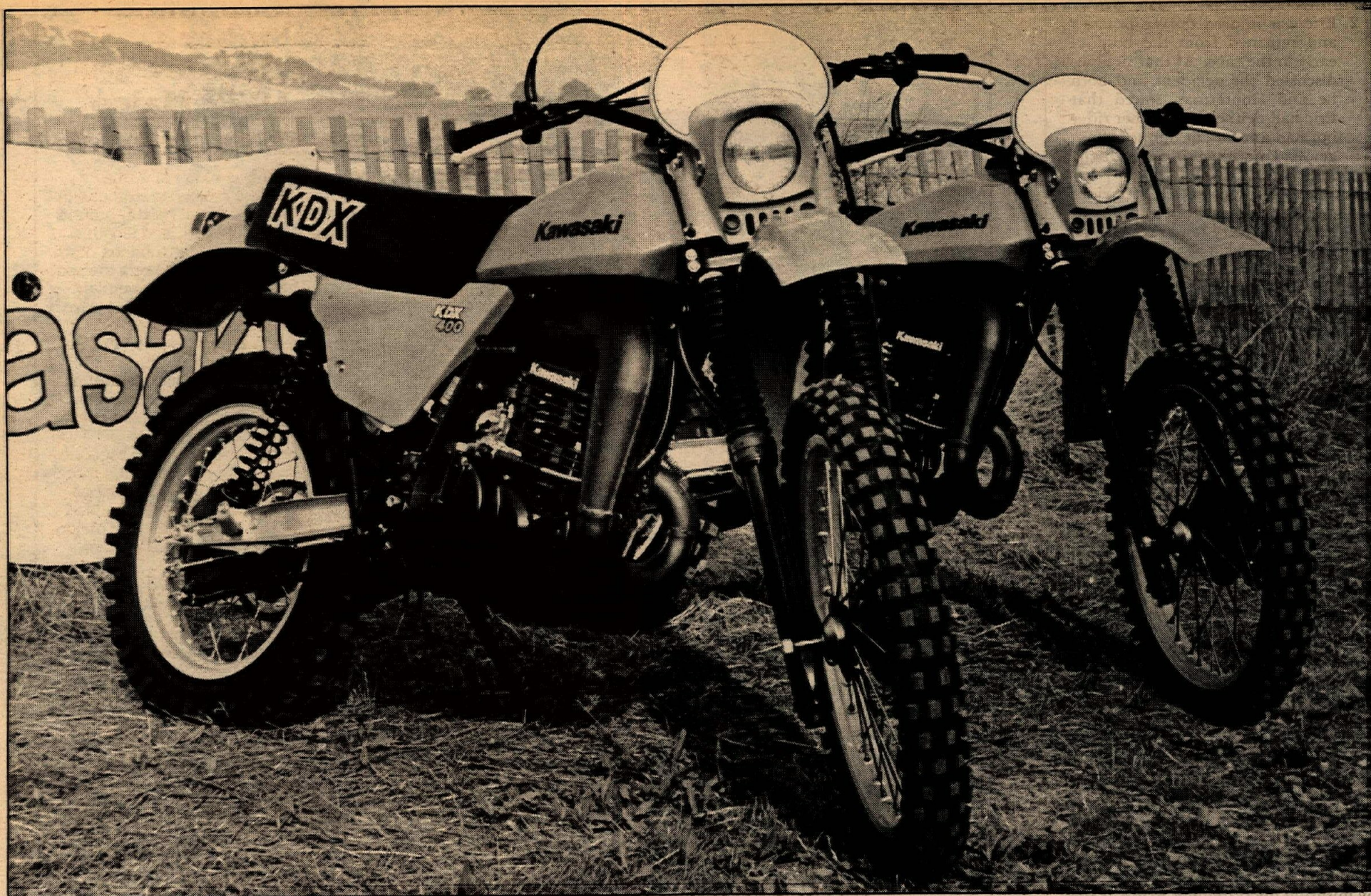
That's hardly surprising. You'll find Champions in just about the fastest gasoline powered anything, including planes, boats, cars and, of course, motorcycles.

So the next time your bike needs plugs, go with the ones that go... Champions.



You can't buy a better plug.



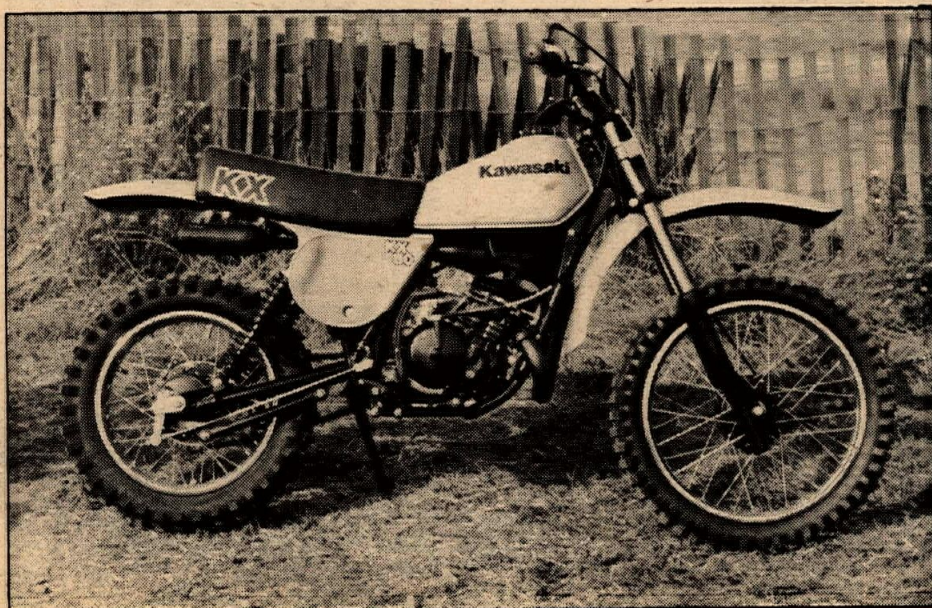


Kawasaki PR Department's Bryon Farnsworth introduced the KDX400 as a "pure off-road racer," their attempt to build a bike suitable for enduro, ISDT or desert racing. Most unique about the machine is the forged I-section aluminum swingarm. It's a five-speed, 392cc, 38bhp, lime green beauty with lots of excellent features. The price should fall in the \$1800-1900 range.

Kawasaki '79

Mean green dirt machines introduced at Sears Point press preview

For the smaller set, Kawasaki offers this trick little KX80, rated at 15bhp @ 11,000 rpm with good long travel suspension units. Diet an' try it; you'll like it!



Kawasaki took their proven 246cc four-stroke single, dropped in their lightweight KX125 chassis and came up with this 231 lb., 21bhp machine.



(Continued from page 4)

2. Eric was injured during practice and returned from the hospital early in the race. At that time we discussed the accident and both he and Houterman stated that Eric had neither hit another rider nor had anyone hit him so a flagger had nothing to do with the injury.
3. The AMA does not require rider medical insurance on amateur events and very few tracks in the East carry any. The insurance that is available is very expensive and offers minimal coverage, so rather than raise the cost of racing (our entry fees are from \$2 to \$4) most tracks advise the riders to insure their own coverage. Maybe this is not the best system, but it is the one that most tracks presently operate under.
4. Our "inadequate" water truck consisted of a 8,000 gallon tanker pulled by a \$50,000 Kenworth tractor, 10 full-time construction workers with two high pressure pumps and spray nozzles which watered all day Friday, Friday night and Saturday night. Sunday a 2,500 gallon truck and five men worked all day to keep the dust down, which was created by high winds, hot sunshine and six weeks of no rain. The dust was not "terrible" and visibility was not a problem.
5. The AMA's "poor representation" at the event consisted of Referee Fred Ephram, one of the best; Kathy Wanta, AMA Director of Member Activities; and Hugh Fleming, AMA Amateur Motocross Manager. They all did an outstanding job.

Last but not least, Houterman would have you believe that I'm greedy by misusing my statement made at the rider's meeting: "If you can't make it to the races, just mail us a check." He knows the statement was made in jest, everyone got a chuckle from it.

What Houterman forgot to mention in his letter was: *Free racing on Saturday.* Although our Saturday race was sanctioned and advertised as strictly amateur (no money classes), we elected to let the National Finals riders race and gave them 100% of their entry back in a purse to help them with their expenses. (We've still got their trophies.)

Free racing on Sunday. None of the 120 National Finalists were charged an entry fee.

Free camping. Many families came several days early and camped.

Free food and drinks. We gave a cookout Saturday night for all the riders and their families. All you could eat and drink for free.

A trophy for every rider. We bought 100 extra wall plaques and gave one to every rider that did not trophy.

We are truly sorry when any rider is injured and concerned when someone goes away unhappy. But at the 1978 AMA National Amateur Motocross Finals, with less than ideal conditions and unbelievable racing action, we had two injuries and at the end of the day, many families took time to thank us for our efforts.

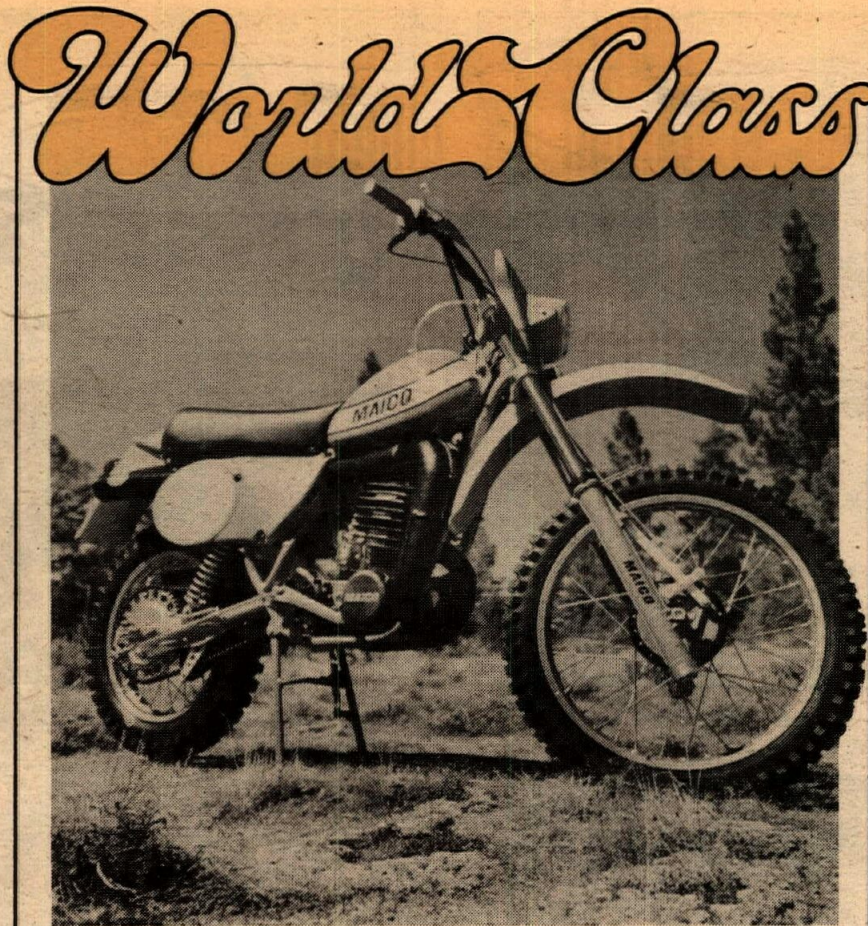
We would like to invite everyone to the ninth annual Florida Winter AMA Motocross Series in February, but if you can't make it to the race...

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Quack! Quack! A warning...

The Phantom Duck's planned trip from Barstow to Vegas on Nov. 25 by way of the 4th Annual "Unorganized" Trail Ride could be shot down by the Feds before it gets off the ground if the

(Continued to page 17)



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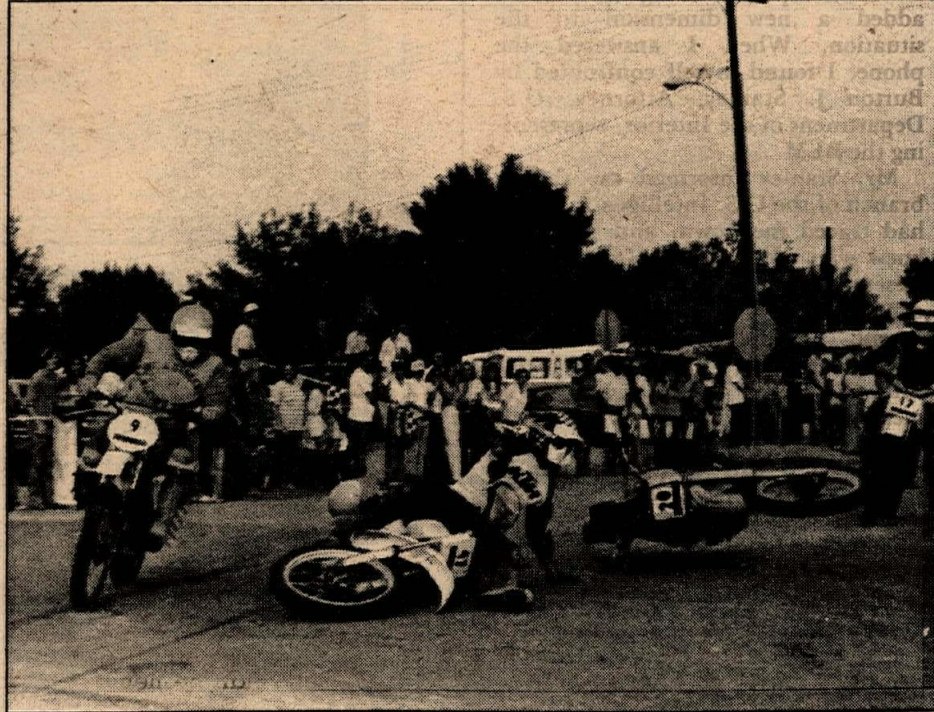
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(Above) Bob Balentine just keeps on winnin' in the desert. (Below) Darren Pritchett went wire-to-wire in the 200cc event.



(Above) Junior/Senior winner Dave Wood gets his reward. (Below) The Open Experts had all kinds of trouble getting around the first turn.



Balentine runs away with CRC Cal City GP

By Dale Brown

Photos by Dale Brown and Jerry G. Welton

CALIFORNIA CITY, CA, NOV. 5

KTM's Bob Balentine took the lead shortly before the midway point to win the Open class of the California Racing Club's California City Grand Prix. It was Balentine's third win in the

history of the race run through the streets and surrounding desert of California City.

A two-day event in the past, promoter Jerry McNeal shortened it to one day this year for financial reasons. Four 80-mile races were run, with Darren Pritchett, Dave Wood, Doug Beisner and Balentine winning their respective events.

In the Open class, the last race of the day, Yamaha-mounted Morgan Malocco started on the first row and jumped into a quick lead. Rows left every 30 seconds, and Balentine was on the third row.

Balentine moved quickly through the dust, passing most of the riders in front of him. But when he hit the long pavement sections, he discovered his engine was jetted a little too lean and it started ping.

"I took it easy on the pavement and tried to make up time through the desert," he said later. He completed the first 20-mile loop in fourth behind

Malocco, Jeff Matthews' Yamaha and Rick Muller's KTM.

Malocco was running an excellent race up front, with a good lead, but as he rode through a section of deep whoops leading to a microwave tower out in the desert, his chain came off. He put it back on, but the chain tensioner was broken and the chain would fall off two more times in the course of the race.

A few miles later, through a fast desert section, Balentine passed Malocco for the lead. He continued building the lead until he had several minutes over second place at the finish. Second went to Matthews, who turned in an excellent ride, much to the delight of the large Viewfinders M.C. contingent. Malocco, dispirited after the chain problems cancelled out his victory hopes, finished third.

Riders heading out into the final loop of the race came face to face with the sun, low in the sky and sinking fast. The sun was directly in the riders'

eyes as they rode the first section of the loop, and had already set when Balentine finished, leaving some riders to finish in near-darkness.

Finishing fourth was Rick Muller, ahead of Yamaha rider Mark Force. Then came a parade of Husqvarna-mounted riders, led by Wayne Garrett, Bill Saltzman (riding his second race of the day, Mike Martin and Kent Perkins. Richard Hall rounded out the top 10 on a Yamaha.

In the 250cc race, Doug Beisner, riding a Suzuki, pursued the Honda of Texan Billy Smith and the Suzuki of Richard Zajic for two laps, finally getting by them in the pits as they began their third lap. Beisner hooked it up and continued in the lead to the finish. Zajic and Smith were in soon afterward for second and third.

Fourth and fifth went to Las Vegas riders Rod Ahlstrom (Yam) and Kevin Davis (KTM).

The second race of the day was for all Junior/Senior (riders 30-39), Senior (39-plus) and Women's Division entrants. Dave Wood, owner of 29 Palms Yamaha, led the first two loops, but Bill Saltzman got by him on the third.

"I was just cruising, and he waltzed by me. I picked it up after that and could stay with him, but I couldn't pass him," said Wood after the race.

But luck wasn't on Saltzman's side. Hitting the pavement near the end of the final loop, he ran out of gas. That left first to Wood and second to

Amateur Frank Arciero Jr. (Hus). Saltzman recovered for third ahead of Leon Price (Yam). The first two Senior riders were Richard Hughes and Don Wooldridge, both Yamaha-mounted. They finished right in front of Leslie Klug, who rode her Al Baker 390 Husky to first woman at 10th overall. Lori Farmer (Yam) and Michele Griffin (Hus) were second and third in that class.

The first race of the day was a wire-to-wire romp for Darren Pritchett, riding an IT175 out of, appropriately enough, Pritchett Cycles. Second went to Kenny Upp, also Yamaha-mounted. Scott Atchison (Yam) beat visiting Las Vegas rider Chris Howard for the third spot, while Rick Beck (Yam) followed in their wake for first Amateur. Motocrosser Cliff Lett finished sixth ahead of Amateur Donnie Morrison (Yam) and first Novice Doyle Sewell (Yam).

Unofficial Results

200cc: 1. Darren Pritchett (Yam); 2. Kenny Upp (Yam); 3. Scott Atchison (Yam); 4. Chris Howard (Suz); 5. Rick Beck (Yam); 6. Cliff Lett (Yam); 7. Donnie Morrison (Yam); 8. Doyle Sewell (Yam).

JR/SR, SR, WOMEN'S DIV: 1. Dave Woods, J/S (Yam); 2. Frank Arciero Jr., J/S (Hus); 3. Bill Saltzman, J/S (Hus); 4. Leon Price, J/S (Yam); 5. unknown; 6. Jim Griffith, J/S (Suz); 7. Larry Livesay, J/S (Yam); 8. Richard Hughes, S (Yam); 9. Don Wooldridge, S (Yam); 10. Leslie Klug, WD (Hus).

250cc: 1. Doug Beisner (Suz); 2. Richard Zajic (Suz); 3. Billy Smith (Hon); 4. Rod Ahlstrom (Yam); 5. Kevin Davis (KTM); 6. Monte Lee (Yam); 7. Tim Nothing (Hus); 8. Jeff Hyton (Hus); 9. Ken Heil (Yam); 10. Jack Fuller (Yam).

OPEN: 1. Bob Balentine (KTM); 2. Jeff Matthews (Yam); 3. Morgan Malocco (Yam); 4. Rick Muller (KTM); 5. Mark Force (Yam); 6. Wayne Garrett (Hus); 8. Mike Martin (Hus); 9. Kent Perkins (Hus); 10. Richard Hall (Yam).

(Continued from page 15)

Bureau of Land Management carries out their latest threats. All you desert users should take notice of what is happening to our public lands because you may be next on the BLM's elimination list.

Each year I write letters to our government representatives regarding land use conflict problems, and each year I wait for the answers that never come. In 1978 I decided to add a partial routing slip with my letters to that elected and appointed officials could see the names of others who were receiving the same letter.

I asked their help in resolving any ORV recreational use conflicts existing in the Southern California desert today, with particular emphasis on the legendary Barstow to Las Vegas motorcycle race last held in 1974, and the now popular Barstow to Vegas "Unorganized" Trail Ride.

Seven months passed by without receiving one single answer to the nearly one hundred help-seeking letters I had mailed. Then on Tuesday, Sept. 26, a single phone call added a new dimension to the situation. When I answered the phone, I found myself confronted by Burton J. Stanley, Attorney, U.S. Department of the Interior, representing the BLM.

Mr. Stanley informed me that a branch of the U.S. Intelligence service had traced me down, and that they knew who the Phantom Duck of the Desert was. I was told that the BLM considered me the promoter of an "event," that I had no permit for an event, so was in violation of laws and subject to fines of \$2000, imprisonment up to one year and was liable for any damage that took place in the desert between Barstow and Vegas on the weekend of Saturday, Nov. 25. I was told that I, and other people would not be allowed to ride the Barstow to Vegas trail and that it was my responsibility to see that no one showed up in the desert on that day.

Mr. Stanley then proceeded to tell me why I should do what he told me to. In addition to the \$2000 fine, one year in jail and a criminal record, Mr. Stanley threatened to go out and find people who were injured allegedly while riding on an ORV in the desert, and help these people to file third party liability law suits against me. The expense of these law suits apparently would be paid by our Government.

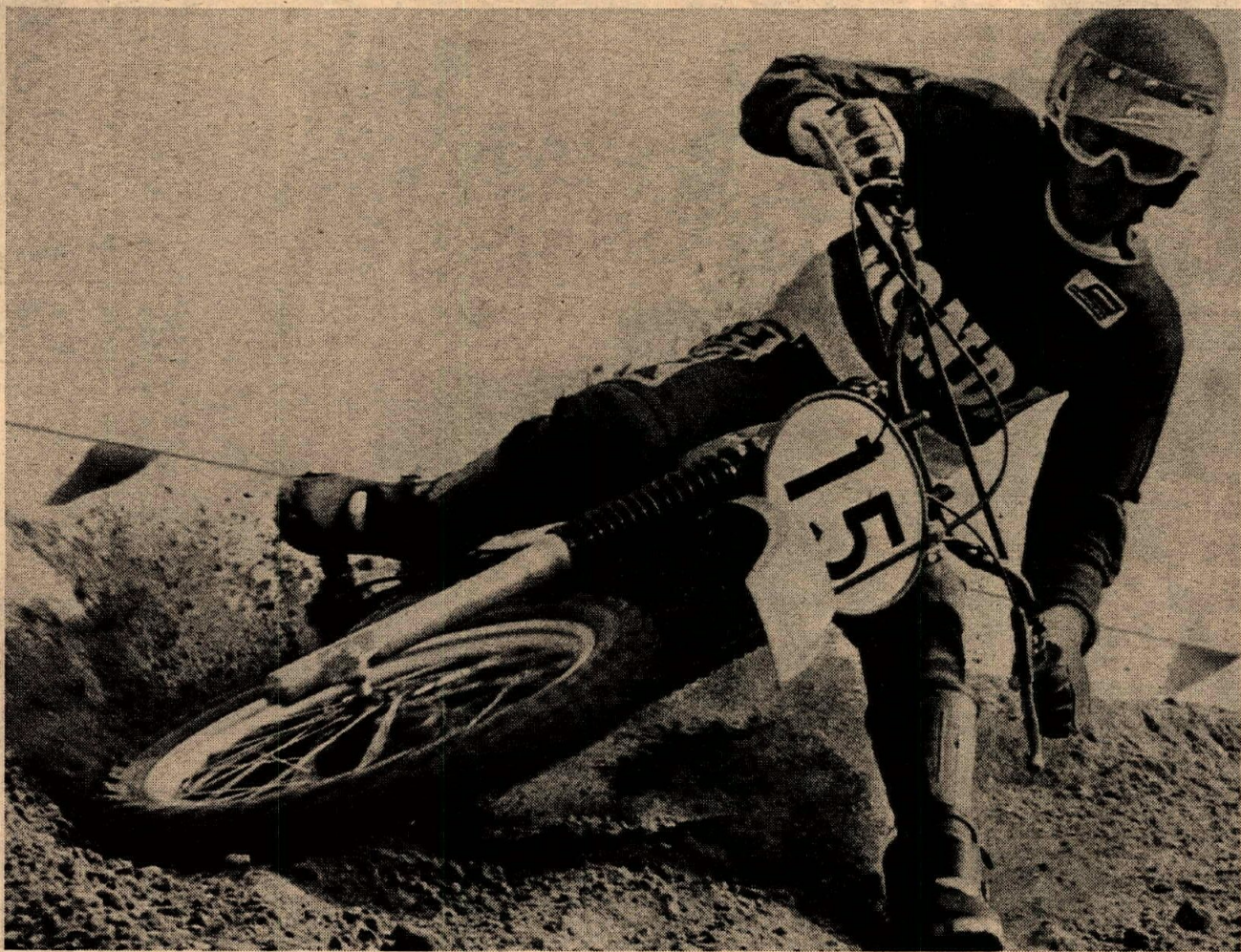
There were no offers of the help and assistance I had requested, no discussion, no planning, no proposals, just a flat straight forward threat: Don't do it or else.

I wouldn't want anyone becoming involved in a situation they don't understand, so I have some advice to offer prospective trail riders who are seeking information. Call your local District Congressman and ask questions. Call the White House information desk at 202/456-1414, and for California residents, Senator Alan Cranston at 202/224-3553 or Senator S.I. Hayakawa at 202/224-3841, or write to me at P.O. Box 1725, Fontana, CA 92335 for what information I have available.

As for myself, I intend to ride the Barstow to Vegas trail with 49 or fewer of my friends at a time. We will ride the legal way on BLM designated existing roads and trails that are open to public use. We will ride at a pace where we can look, see, and enjoy the scenic beauty "our public lands" have to offer. I hope that all my friends will meet on the Barstow to Vegas trail.

THE PHANTOM DUCK OF THE
DESERT
Fontana, CA

WORKS CLOTHES.



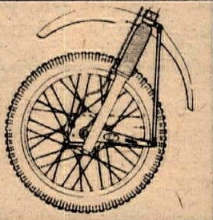
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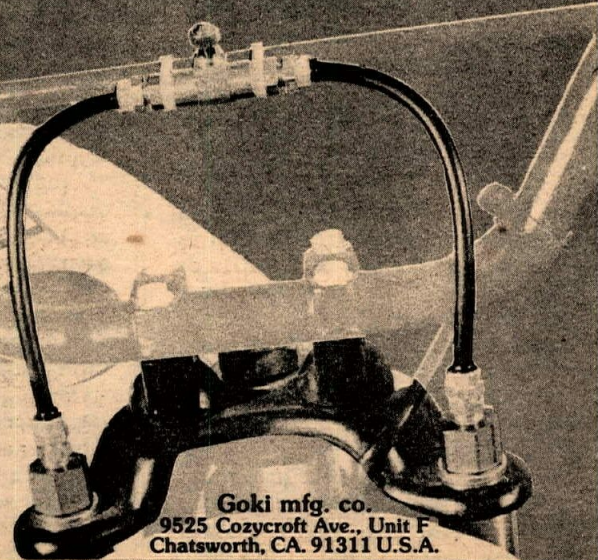
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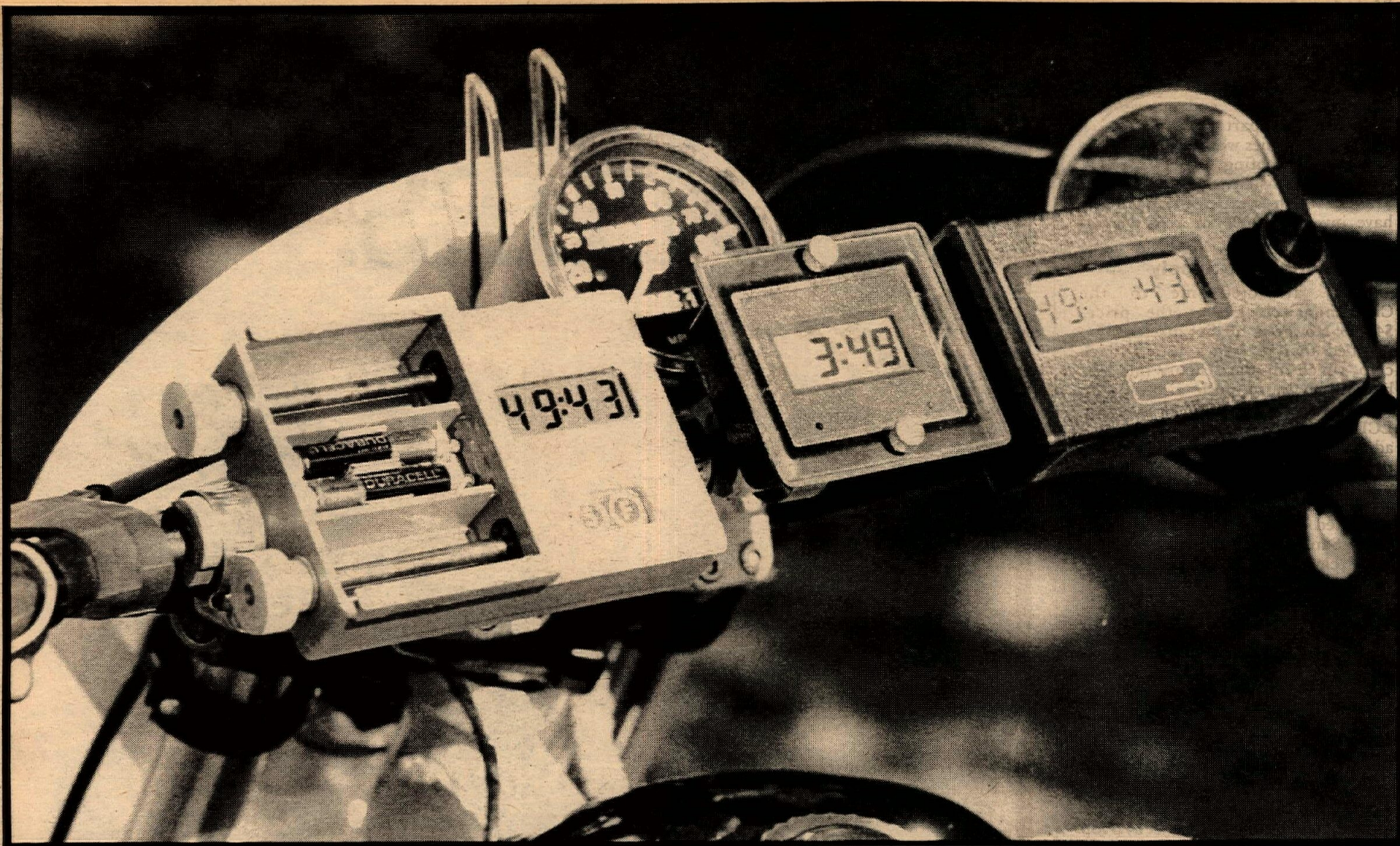
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Left to right: Countdown, Clairemont, Digitronics.

LCD Enduro Clocks

By Larry Langley

Just a couple of enduro seasons ago, a "trick" enduro clock was a eight day aircraft clock mounted on rubber to try and protect it from vibration. While they were fairly reliable when

mounted properly, they had their drawbacks. An analog type clock (sweep face) is easy to read if you want the approximate time, i.e., about 25 minutes after the hour. However, during the rigors of enduro competition, it was sometimes difficult to pay much attention to the clock so a brief glance would sometimes result in arriving at a check a minute early or late after misreading the actual time. With the introduction of digital watches, especially the LCD (Liquid Crystal Display) type, it was just a matter of time before the eager enduro riders picked up on the advantages of the LCD clocks.

The first clocks out were just hour/minute type and many riders used them in conjunction with a regular watch, utilizing the sweep second hand

for counting the seconds, which worked fairly well. Soon the LCD watches became more sophisticated and seconds became available by pressing a switch. Now some riders had two digital watches, one set on seconds.

Finally the watches evolved into displaying hours/minutes/seconds all at once. Only one small problem faced the riders. The watch digits were small and sometimes hard to read under pressure, such as bouncing around on the motorcycle trying to maintain a 24 mph average through a rock field.

Then a company called Digitronics introduced a revolutionary LCD clock which was designed to mount on the handlebars. It had just minutes/seconds (all that was really required) but more important, the digits were an amazing 1/2" tall! Soon many of the top riders in

southern California were using the Digitronics Enduro Clock. Now there are basically three enduro clocks for sale that I am aware of. The Digitronics, Clairemont Cycle and Countdown Engineering. All use 1/2" LCD digital readout, but they are somewhat different in arriving at their final product form.

Digitronics

The first and it hasn't changed much; mostly internal improvements. It's mounted in an aluminum box and is powered by a single 9V battery. The switch has off/hold/forward/fast forward settings. The fast forward is for setting the clock in advance of the start time. Many riders just turn it on at the start. It mounts to the handlebars with hose clamps on a piece of rubber hose wrapped around the crossbar. Battery

Specifications

	Digitronics	Clairemont	Countdown
Price	\$139.95	\$49.95	\$89.95
Size	3"x5 1/4"	2"x2 1/2"	3 1/2"x6 1/2"
Battery life	25 hrs.	1 year	1 year
Display surface	LCD	plastic	glass
Sealed	no	no	yes
Internal sealed	no	no	yes
Shock mounting req?	yes	no	no
# of components	35	9	9
# of screws	10	N/A	4
# of wires	6 (3")	None	2 (1")
P.C. board thickness	1/16"	1/2"	1/16"
Factory serviceable?			
(Repairable?)	yes	replaceable	yes
Minutes/seconds			
(same time)	yes	no	yes

life is short for an LCD type clock due to the way Digitronics chose to drive its internal clock. They estimate 25 hours which is probably two or three enduros. The battery is replaced by removing the four end screws and taking the case apart.

The Digitronics would have to have some waterproofing to be used in waterlogged Eastern enduros. Price is \$139.95 which is expensive but if you have invested \$2000 in a new super duper enduro bike.....?

Clairemont Cycle Supply

What attracted me to the Clairemont clock was the price, \$49.95! However, further investigation revealed that the clock uses a clock chip which displays hours/minutes, but you have to push a button to display seconds like some of the older LCD watches. Clairemont readily admits the clock might not suit the needs of an experienced "A" rider but would fit the needs and pocketbook of a less experienced rider who is more interested in minutes than seconds. Bruce Sanford at Clairemont uses two of his clocks, one set to seconds. He offers a special price for two of them.

Clairemont designed and built a nice, very compact holder for the clocks. The battery is mounted on the clock board and should last a year. Internals are "solid state" with no wires. Setting the clock is a little awkward as a toothpick is used to depress a switch through a very small hole in the case.

Countdown Engineering

The Countdown Engineering clock was designed by one of District 37's top lightweight enduro riders, Jerry Counts. Jerry is an electrical engineer by profession and set out a couple of years ago to design what he thought would be an ideal clock. The most obvious feature of the Countdown clock is the built-in roll chart holder. Since roll chart holders are priced around \$20 separately, it's a consideration. The solid state board only has two short wires leading out of the sealed case leading to the batteries which are located under the rollers of the roll chart. The board is also coated with a special sealer before assembly to further protect the components. Two penlite batteries power the clock for a year. The Countdown clock also uses a glass cover over the LCD display to prevent damage to the sensitive LCD face. A pair of sealed switches are used to set the clock and no on/off is provided or needed since it runs for a year without changing batteries.

The Countdown clock is the only one of the three to make an effort to "seal" the internals. It is probably the only one which will work in the mud and rain.

At \$89.95 it has a price advantage over the Digitronics clock and offers minutes/seconds at-the-same-time display over the cheaper Clairemont unit.

Summary

All the above clocks will do what they are advertised to do. Talk to owners of the units and check out their features closely. If you're interested in a good enduro clock, one of the above should fit your needs.

Digitronics, Inc.
7251 E. Garden Grove Blvd.
Garden Grove, CA 92641
714/894-1611

Clairemont Cycle Supply
4461 Clairemont Mesa Blvd.
San Diego, CA 92117
714/275-1823

Countdown Engineering
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Preview

Anaheim

Coca-Cola Bottlers Motocross Finals

Will Hannah and Tripes finally get to play spectator?

By Jim Gianatsis

Anaheim Stadium will be the final race of the '78 AMA/Toyota Supercross Series and for the first time all year we, the fans, will have no idea whatsoever who will win. At Anaheim, the country's two fastest stateside bombers probably won't be racing. That's right, Bob Hannah and Marty Tripes say they'll be no-shows for the final stadium event of the year.

"We plan to be there spectating," explained the two foul weather warriors. The Hurricane and the Typhoon got together just two weeks before the Anaheim event and struck a mutual agreement not to race. The adversaries on the track had become partners off the track. The reasons they didn't want to race at Anaheim were numerous as they both explained in a brief interview at the Lake Whitney Trans-AMA.

"During the whole year on the circuit — not just the Supercross Series, but the 250cc Nationals and the Trans-AMA Series as well — the racing has been between Bob and me. No one else really," said Marty. "Our showing up at Anaheim won't change a thing as far as the Supercross Series is concerned. Our positions in the point standings will remain the same no matter what the outcome of the Anaheim race."

Hannah holds a secure 28-point lead in the Supercross Series point standings over Tripes. Even if Bob stayed away from Anaheim and Marty did show up to race, winning both his qualifying moto and the feature race, the total amount of points he could win is 28. That would tie him in total points with Hannah. The Championship would once again go to Bob though, by virtue of more total wins. Marty holds a similarly secure second place in the point standings, so nothing would change in the Supercross Series overall standings for the two riders if they did appear and race.

There is more to the Hannah/Tripes no-show at Anaheim, however, than the standings. Both riders are dead tired after a long year of racing. Hannah has raced more than 40 weekends in every possible motocross event from Nationals and Internationals to World Championship Grand Prix in every class, local races and the Motorcycle Olympiad. His racing season will begin early again next year with the Florida Winter-AMA Series. He just can't give any more — he deserves a break.

"I'm tired of riding. I've ridden all this year since the Florida Series," said Bob.

"Even Yamaha told me it wasn't necessary to race at Anaheim."

"I'm sure there are people that want to see me race at Anaheim," he continued, "but the people out in California have already seen me racing there five times this year and Marty and I will be back again in January for the Oakland Supercross Series opener."

It's obvious that Bob and Marty have earned a month or two of rest after a wide-open year of racing and their real fans won't begrudge them the break they deserve. Beneath these reasons there is an ulterior motive — and that is controversial promoter Mike Goodwin.

Goodwin has done a lot for motocross in America; in particular the now immensely popular Supercross Series which he originated back in 1972 at the Coliseum in Los Angeles. It was difficult for Goodwin to get rolling but the last few years have proved successful for him — much more successful than Hannah and Tripes feel he is letting on to the riders in the form of purse money.

Both riders approached Goodwin weeks before the event and asked for appearance money.

"We've been putting out a lot of effort all year in the way of racing, and helping promoters advertise their events, and we haven't gotten anything extra out of it," claimed Marty.

Bob felt the same. "I figured Marty and I were worth something extra for the show we've been putting on all year. Goodwin doesn't think so, though he certainly wanted us to help him with extra publicity and promotion of his race for free. He wanted me in Los Angeles right after the Sears Point Trans-AMA race to do appearances for Anaheim."

Marty continued. "We had been talking to Goodwin about the possibility of just Bob and I doing a match race together in addition to the Supercross. He didn't want to pay us anything for that as well, even though it would have been the highlight of the evening."

So there you have it — the reasons you won't be seeing America's two top Supercross riders at Anaheim. Even if they came to race, their hearts probably wouldn't be into winning. Instead, they plan to pay their way into the grandstands like everyone else and, for the first time ever, watch the show for themselves.

"Tell our fans we're sorry we aren't riding, but we couldn't come to terms with Goodwin. We'll see them again in January at Oakland."

Without Hannah and Tripes to steal the show at Anaheim the racing certainly won't be any less. Riders will not be demoralized by a Hannah/Tripes onslaught as in the past and will go all-out to win the final Supercross race of the year. It just may turn out to be the best Supercross race ever.

Come to think of it... maybe the Hurricane and the Typhoon had the right idea all along, to sit up in the stands and watch.

From an interview with Bob Hannah and Marty Tripes, Oct. 28, 1978.

...or will they star at Anaheim?

By Charles Morey

Bob Hannah and Marty Tripes not race at Anaheim? The idea of the two AMA/Toyota Supercross Series leaders spectating instead of riding in the Coca-Cola Bottlers Motocross Finals and the Quaker State Oil Shotgun Shootout is shocking.

While the reasons listed in Jim's interview above are certainly valid points why the foul weather warriors might not want to ride, there are other factors that indicate they may decide to compete after all.

One reason why Marty Tripes would decide to show up was given by Team Honda manager Terry Mulligan: "He's under contract to ride that race — we're partial sponsors of the event. It makes it hard for him not to ride it without jeopardizing his career with Honda."

Likewise, Hannah's benefactors at Yamaha would like to see him race. Bob's bargaining position, however, is much better than Marty's since he's brought Team

Yamaha three AMA National Championships this season: The AMA National Championship/Mr. PiBB 250cc MX Series Championship, the AMA/Toyota Supercross Series Championship and the Trans-AMA MX Series Championship. Yamaha could give him this race off as a bonus, should he so desire.

But I don't think that's the case. Gianatsis talked with the two at the Oct. 28 Lake Whitney Trans-AMA. Since then, Marty Tripes, who cancelled his entry in the Anaheim event, has called AMA Commissioner of Professional Racing Mike DiPrete and asked that his entry be reinstated.

In a brief phone conversation with Bob Hannah on Friday morning, Nov. 3, we learned that negotiations between Tripes/Hannah and Goodwin were to be resumed, following the Sears Point Trans-AMA event, on Monday, Nov. 6.

"Goodwin sent us a letter, and he wants to talk it over," Hannah told *Cycle News*. The fact that the three have agreed to meet indicates a possibility, even a likelihood, that they will reach an agreement.

But it will have to be a fair settlement. All three participants in that meeting — Hannah, Tripes and Goodwin — are professionals. They love what they're doing. They wouldn't do it, otherwise. They're all heavyweights in their individual categories. And they plan to do business...

This article was written Friday evening, Nov. 3. Check the Latest Poop column for a Monday, Nov. 6 update.



Added attractions

Wheelie King

Kawasaki's newest rider, Doug "Wheelie King" Domokos, will also ride at Anaheim — not in the final round of the AMA/Toyota Supercross Series but as a "halftime" special attraction. As you can see from the photo, Domoko's specialty is not motocross but wheelies. He's the best.

Not only can the Michigan MX rider take his KX250 well past the balance point, touch the rear fender to the ground and (here's the tricky part) recover and continue his wheelie on almost forever, but he has a remarkable collection of other tricks, too. Like riding up and down steep hills, turning with the finesse of a World Class trials rider and assuming a variety of awkward postures — sidesaddle, foot-on-the-bars, peace sign — all while unicycling along in complete control.

Domokos' act originated at the Red Bud Track N' Trail track in Buchanan, MI where he and two other stunt riders performed wheelies and close-formation riding tricks for the MX fans. Discovered recently by Kawasaki's wandering talent scout, road manager and P.R. ace Steve Johnson, Domokos now enjoys partial sponsorship from Team Green.

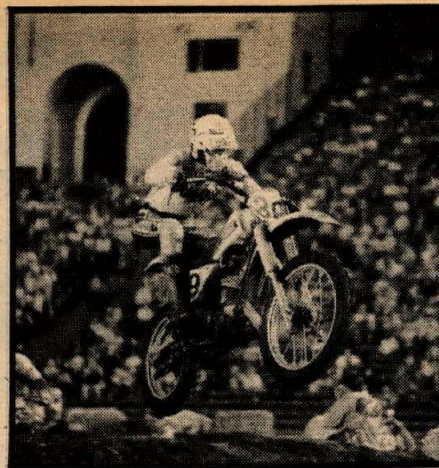
His act seen at the Kawasaki new model dirt bike presentation by members of the motorcycling press and more recently at the Sears Point Trans-AMA is absolutely unbelievable. Don't miss it.

Shotgun Showdown

There will only be four or possibly five riders in the Quaker State Oil Shotgun Showdown, but they're going to be the very best of the 1978 season. Any rider who has won a Supercross event will be in this race, a winner-take-all \$3000 purse. Whoever crosses the finish line in the lead after six laps takes all the cash; the others will be left with empty pockets and the memory of the winner's rear wheel roosting away with the win. Bob Hannah, Marty Tripes, Jim Ellis and Mike Bell have qualified for the six lap fight to the finish. If another rider wins the Coca-Cola Bottlers Motocross Finals, he too will be entered in this showdown grudge match. All these riders know that they're the best and without anyone on the track to slow them down, it will be the kind of race that will have you on your feet screaming for more.

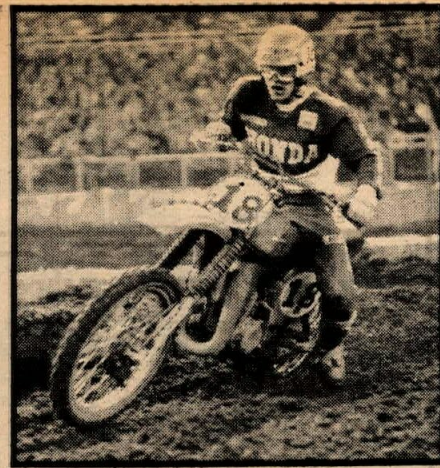
Hundred-foot high

Penny Nicolai and Melissa McLaughlin at Concepts Unlimited, the PR firm that keeps Papa Wealey on his toes with Coca-Cola Bottlers Motocross Finals info, have good news for Papa and others who enjoy imbibing in an occasional snort of joy juice. On the Cocktail Club Level of Anaheim Stadium, promoter Mike Goodwin has seen fit to station a portable bar every 100 feet or so. Papa says he'll attempt to complete more laps than the riders in the main event — with a pause to refresh every 100 feet or so.



Mike Bell

Bob Hannah, Gaylon Mosier



Jimmy Ellis

Jimmy Weinert, Tony D.



Finale favorites

At the Coca-Cola Bottler's Motocross Finals there will be 25 of the country's best riders lined up to do battle for a no-holds-barred 20-lap finale. The following are the current race points leaders and the pre-race favorites.

Bob "Hurricane" Hannah

He's definitely the crowd-pleaser. Hannah has already clinched the 1978 Supercross Series title, yet he's ready to add another win to his record-breaking season. Riding for the Yamaha factory, Hannah is the AMA's most successful professional racer with more career wins than any previous rider.

Marty "Typhoon" Tripes

Tripes and his Honda were Hannah's main competition throughout the season. The duo battled each other right out of reach of the pack. Tripes has sewn up second place in the standings, but wants to win at Anaheim to end the season successfully.

Kent Howerton

This Texan is a scientific-type rider. He's not commonly leading the pack, yet he always finished higher in the results list than you'd suspect. Howerton rides a Suzuki factory-backed motocrosser.

Mike Bell

Hannah's teammate successfully won the Superbowl of Motocross this year, on basically stock machinery against exotica. Mike Bell has also been victorious in the 500cc National wars. He's the tallest rider on the circuit at 6'4" and the only man capable of beating the top three consistently.

Jim "Captain Cobalt" Ellis

A Honda teamster, Jimmy Ellis has previously won four Supercross events and has at times, been an obstruction for Hannah's winning streak. Ellis handily won the premiere event this year at Seattle, and wants to end the season with a win.

Jimmy "The Jammer" Weinert

A former Superbowl of Motocross winner, Jim Weinert is a veteran of motocross, with an abundance of knowledge, experience and racing talent. When inspired he can "show the kids a thing or two" by beating them at the finish.

Marty Smith

He's already won the 125cc National Championship twice, was 1977 500cc National Champion, and has joined just a handful of riders in winning an International Grand Prix. Although he's had an injury-plagued season, Smith is back in top shape and ready to prove he can still win.

Jim "Bimbo" Pomeroy

Another Team Honda rider, Pomeroy hails from Washington state and was the first American rider ever to win a Grand Prix event. Although he constantly plagued Hannah in last year's Supercross series, Pomeroy has had an up and down season in 1978. Pomeroy had almost won the 1977 Superbowl, when in the last lap, he dropped his bike and lost the lead.

Tony DiStefano

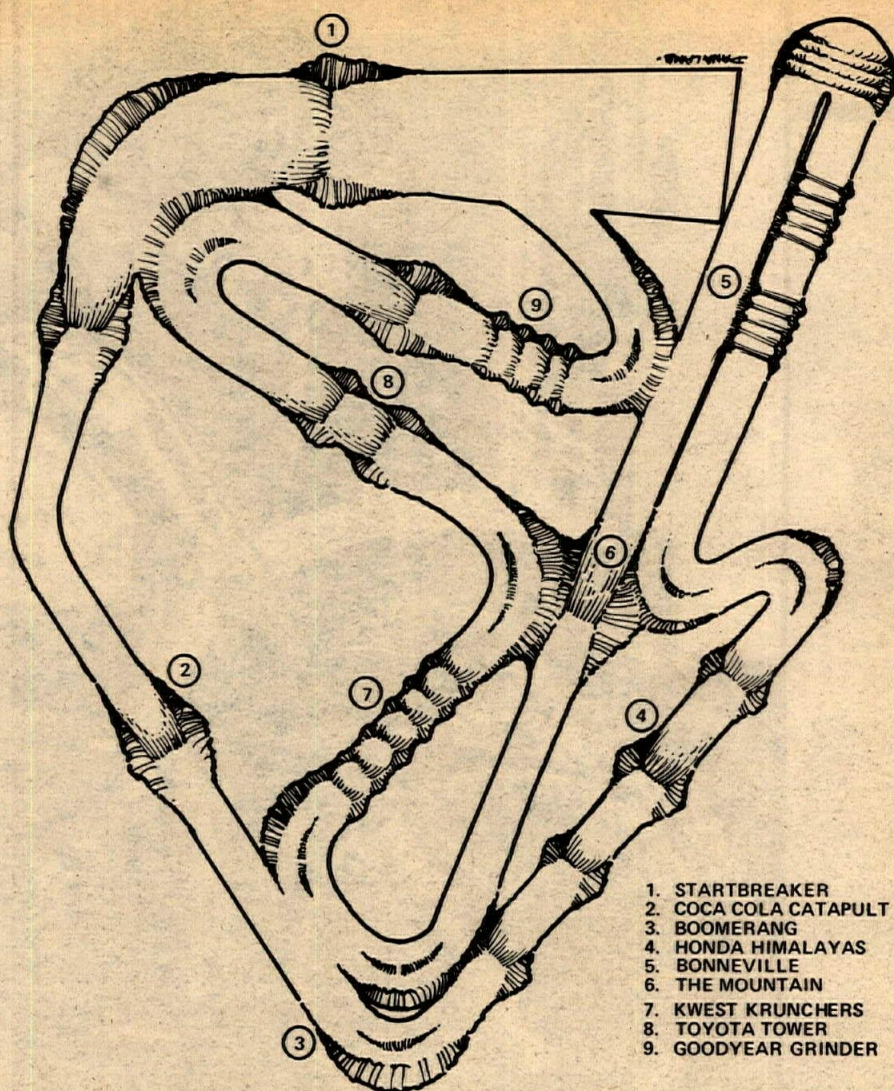
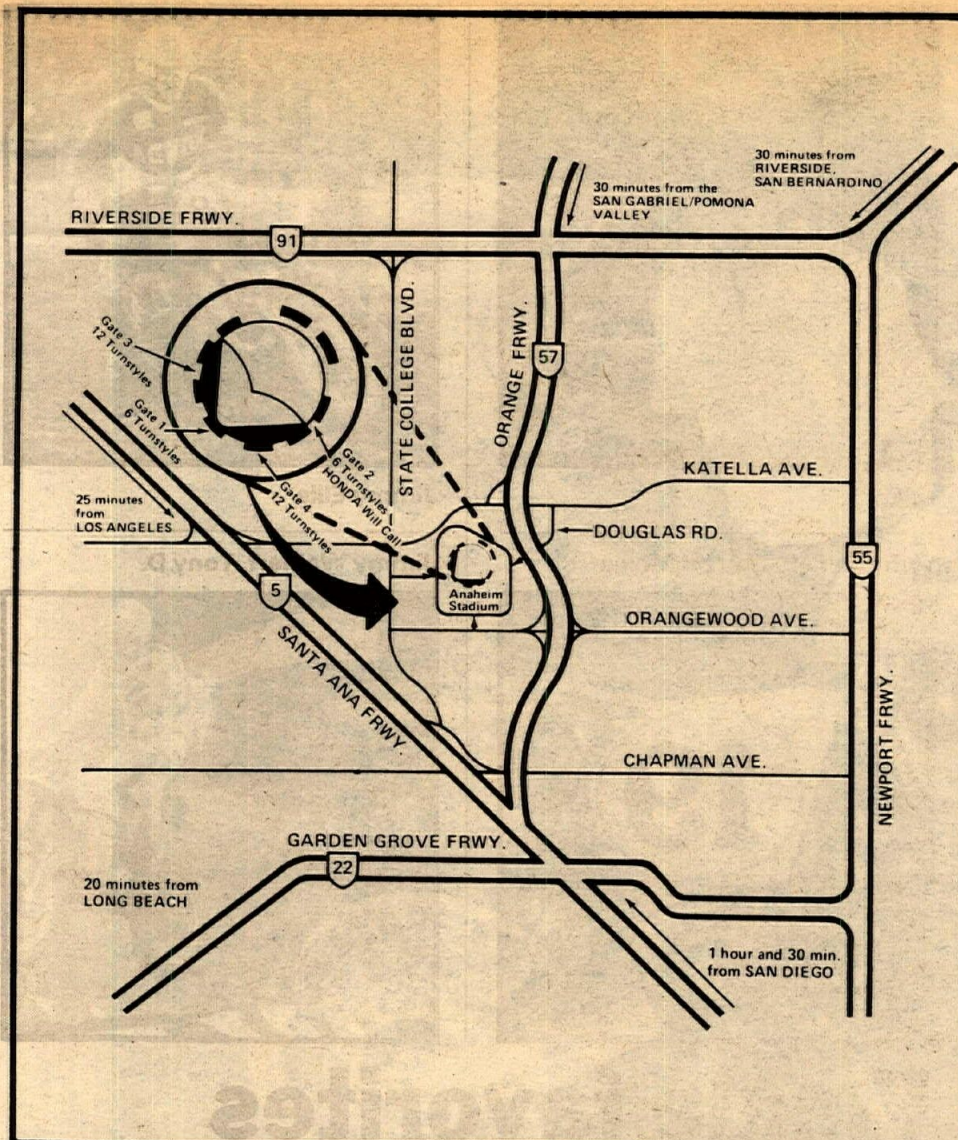
Tony D is known as the master of 250cc National championship competition. He won the title for that class in 1975, 1976 and 1977. He was chosen by the AMA as the 1977 Athlete of the Year. When Tony gets up front, he knows how to keep the other guys behind — he hates being in second place.

Tommy Croft

Smith's Honda teammate, "Tomahawk" Croft is known for his "go for it" style and come-from-behind wins. If Croft gets a good start, the other guys can go home — he'll do anything to keep from being passed.

Gaylon Mosier

Mosier is currently sponsored by Kawasaki and finished the 1977 Supercross series in third place. Usually picked as a "dark horse" winner, Mosier's victories are always pre-planned and thought out.



Mike Goodwin

The whirlwind force that makes things happen

When the history books begin recording the leaping phenomenon called Supercross, the first chapter will be about the founder and concept creator,

Mike Goodwin. An ex-rock concert promoter, enthusiastic racer, hunter and motorcyclist, Goodwin started the whole she-bang back in 1972 when he staged the Superbowl of Motocross. It wasn't the race that drew attention as much as the location of the race — the floor of the Los Angeles Coliseum, where goal posts were replaced by dirt berms, jumps, pits and hills over which 40 riders battled before 30,000 spectators. In one evening the sport of motocross gained a close cousin in Supercross.

Of the idea, Goodwin recalls, "I wanted to provide good entertainment for motorcycle racing fans, in the comfort of a non-dusty stadium where paying customers could sit in comfortable seats, eat warm hot dogs, drink cold beer and not have to hassle portable toilets and standing up all day to watch bike racing."

The idea would have probably just remained an idea to anyone other than the fast-moving Goodwin. His typical work day lasts 14 hours, in which he constantly comes up with new ideas, angles, and promotions that keep his staff trying desperately to keep up with his laser-quick mind. Almost on the verge of hyperactivity, Goodwin's efforts have resulted in prestigious co-sponsors for stadium events such as the Coca-Cola Bottlers, Goodyear, Mr. PiBB, Olympia Beer, Toyota Trucks

and Scott USA.

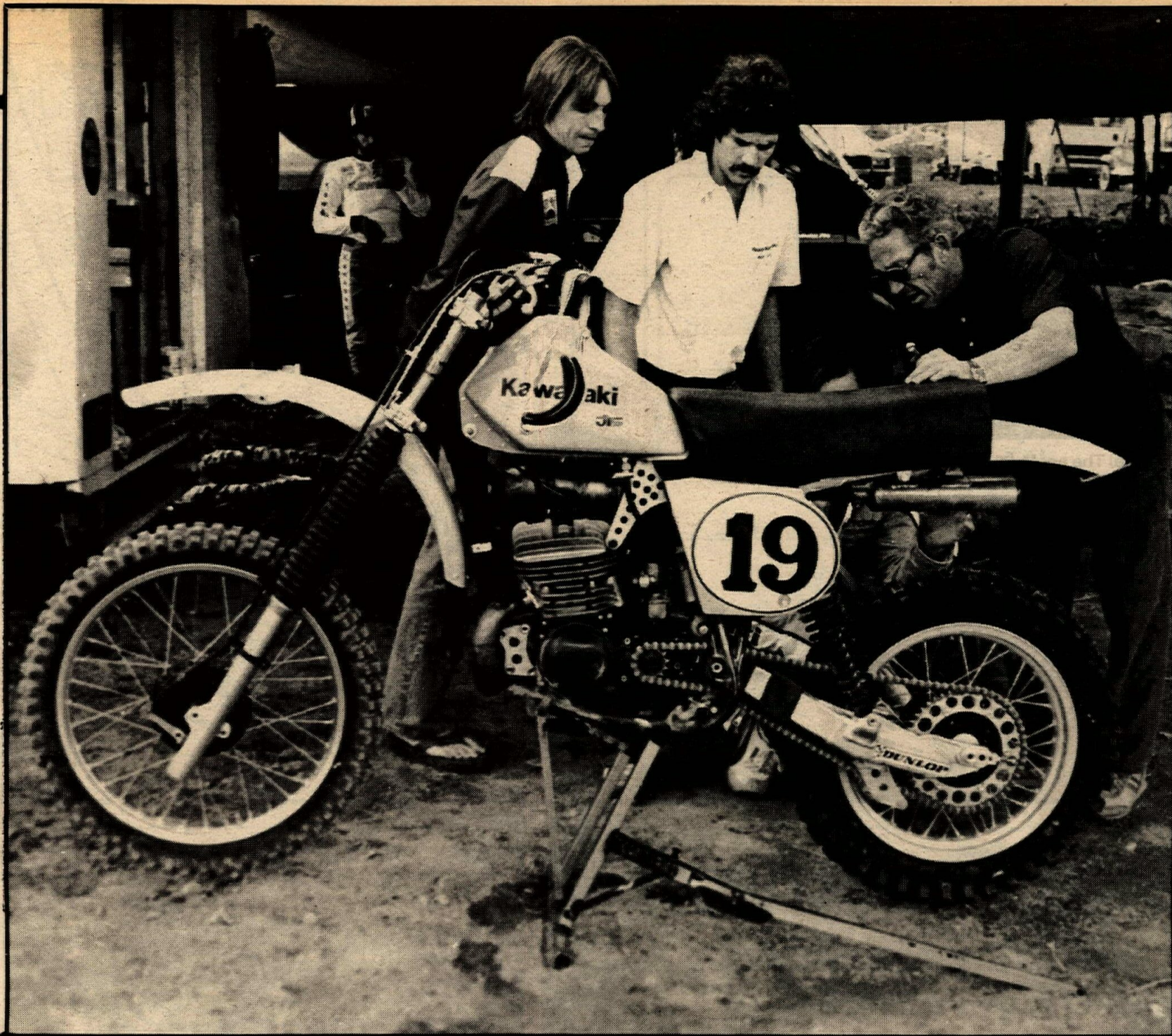
Even though Goodwin's Supercross idea jelled to tremendous proportions, it still doesn't completely overshadow his other achievements. He currently holds hunting records due to his Alaskan bear expeditions, four world records as a spear fisherman and is an accomplished professional underwater photographer.

His motorcycle racing talents are also proven. After a 10-year hiatus to pursue his rock promoting business, Goodwin returned to race in the Dirt Digger's Grand Prix, a prestigious two-day event that receives national attention. That day Goodwin finished second — only allowing two-time Grand National Champion Dick "Bugsy" Mann to slip past before the checkered flag.

After a horrendous 132 mph road race crash, Goodwin controlled, orchestrated and ran his sixth annual Superbowl of Motocross from a control booth. Stretched out, stomach down on a portable stretcher with his leg plastered, Goodwin still pulled off a smooth-running and high-attended Supercross event.

Goodwin was once described by a journalist as, "A guy who goes twice as fast as a normal person, gets three times the work done in a day, and if pressured, can do it all in half the time you'd ever think possible."





Trans-AMA Bike Impression

Mickey Boone's works KX250 Kawasaki

By Jim Gianatsis

Photos by Chuck Tannlund and Gianatsis

Kawasaki has a somewhat sneaky inclination to label their factory works bikes with the same nomenclature as their limited production motocrossers. Both are labeled KX, and

in the case of this week's Trans-AMA test bike it's the factory KX250 of Mickey Boone we got to put through its paces. To avoid confusion with the production bike though, it might be a good idea to label Mickey's Kawasaki as the KX250-78 R2. Thus to show the bike is a works racer (the R) built in 1978 (the 78) with the number 2 designation meaning the bike has undergone a major revision since its introduction on the circuit earlier this season.

The bike is nearly identical to the works Kawasaki ridden by Torlief Hansen with much success in the 250cc World Championship this past season. The R1 model, as you may remember, was first seen by us here in America at the beginning of the year in the Supercross Series where it was used by all of Team Kawasaki, and also by the

"Jammer", Jimmy Weinert in the 250cc Nationals. For a works bike the R1 was perhaps a little cluttered, but well engineered and hand crafted with masterful workmanship. It was also innovative, with goodies like its Electro-Fusion cylinder bore and the cam adjuster chain tensioner for the rear axle.

Where the R2 now differs from the earlier R1 is in the rear suspension, with the R2 having its swingarm and frame modified so the works Kayaba gas/oil reservoir rear shocks are placed at a more vertical angle than before. This new angle seems close to 45 degrees with the swingarm positioned parallel to the ground, while the earlier R1 had its shocks at a much more radical 60 degrees laydown position. This change was needed because the more extreme laydown shock angle provides a decreasing rate rear suspension as travel is used up, meaning damping action and spring

rates become less. This is hardly what we need: a suspension which is stiffer on initial travel for smaller bumps and then softer for larger bumps.

By placing the shocks in a more conventional 45 degree position in the R2 design, the damping shaft and spring compression travel of the shock absorber units stay closer to a constant rate of travel for a steady input of force (compression). Once we've accomplished this, it becomes much easier to tune the shock assembly for the increasing rate suspension we need as travel is used up, by employing progressive rate springs and damping.

The front suspension on the KX-250-78 R2 consists of good functioning Kawasaki specification Kayaba works air/spring front forks. Travel is equally balanced at both wheels with 300mm (11.73 inches) of usable operating range.

The factory bike uses lots of exotic metals, like magnesium for the hubs, drilled titanium bolts for the engine mounts, and aluminum for the swingarm and fork triple clamps. The tank is fiberglass and the fenders and other frame panels are lightweight plastic. This brings the weight down to a very competitive 203 pounds.

The powerplant in Mickey's bike was quite similar, if not identical, to a

production KX-250 engine, right down to the aluminum main cases and the five-speed gearbox. Actual displacement is 249cc, fed by a 38mm Mikuni carburetor through a six petal Boyesen reed valve. The only thing about the engine which I was unable to confirm as to its being on the 1979 production model was the Electro-Fusion cylinder and its porting. Somewhat similar to the works Yamaha's chrome plated aluminum cylinders in reducing weight and improving heat dissipation, Kawasaki's Electro-Fusion process uses high voltage to spray an iron coating onto the bore of the aluminum cylinder.

Other niceties on Mickey's works R2 include the full-floating rear brake and the well padded saddle, which merges smoothly with the very short gas tank to aid in sliding your weight forward in turns. The foot pegs are also placed high to prevent dragging in deep berms.

After checking with Kawasaki's Steve Johnson for permission to take Mickey's bike out for a few hot laps after the Buchanan Trans-AMA race, and under the watchful eye of Mickey's tuner/father, we pushed the KX-250-78 R2 over to a mound of dirt where we could gain a high enough height to mount the bike and light off the



(Above) The angled swingarm allows the shocks to be placed more upright for more progressive damping. (Below) Kayaba air/spring forks allow nearly 12 inches of travel.



engine with the kick starter.

Unlike the production YZ-250F Yamaha we reported on last week, the Kawasaki was an easy starter despite its higher state of tune, which soon became obvious. Releasing the clutch in gear and keeping the revs in mid-range, the Kawasaki ripped away smartly with a blast of exhaust and explosion of dirt kicked sky high. This sucker was really fast and its light weight helped accentuate the fact. The powerband was a good one, coming on strong around 4,000 rpm, and pulling strongly right up to about 8,000. Broad, quick revving and powerful, it seemed to be the ideal motor for the 250cc class. The only thing that might compare to it is the 250 CR Honda, and even then the Kawasaki was faster.

Compared to Bob Hannah's OW-38B National bike the Kawasaki would leave the Yamaha in a time-warped behind. Hannah's bike worked best between 3,000 and 6,000 rpm with lots of shifting. It would pull stronger at lower rpm's, but the Kawasaki exhibited what we consider to be the perfect 250cc class powerband with an excellent compromise between power and tractability. Under 3,500 rpm the Kawasaki didn't want to run well at all, but we felt this was due more to rich bottom end carburetor jetting than to a problem with really radical porting in the cylinder.

Mickey Boone is probably 30 pounds heavier than our test rider, as well as being quite a lot faster, yet the suspension was really soft and comfortable. Mickey claimed that he liked his suspension set up on the soft side,

which seems to be the preference of most of the top riders now. With close to 12 inches to play within the suspension, you can set a bike up soft for better rough ground tracking, lowering the ride height in the process, which keeps the bike manageable in turns when you need to put your foot down. And with a softer riding bike there's less fatigue for the rider and the chance of being knocked out of shape by a bad bump.

The R2 was a little tricky to negotiate in slow sections, but this is a problem common to all of the latest long-legged works bikes and a sacrifice well worth making considering how it behaves so fantastically in both the rough and on fast sections of the track. If the R2 could be compared with any other production bike presently available, the CR-250 Honda would once again be the closest. Chassis geometry and riding position feel nearly identical, but the Kawasaki R2 would certainly come out on top with its better works Kayaba suspension components. From what we've ridden so far, including the National Championship and Supercross winning OW works 250cc Yamaha of Bob Hannah, we would have to rate the R2 Kawasaki as possibly the best performing bike, handling and powerwise, in the 250cc class.

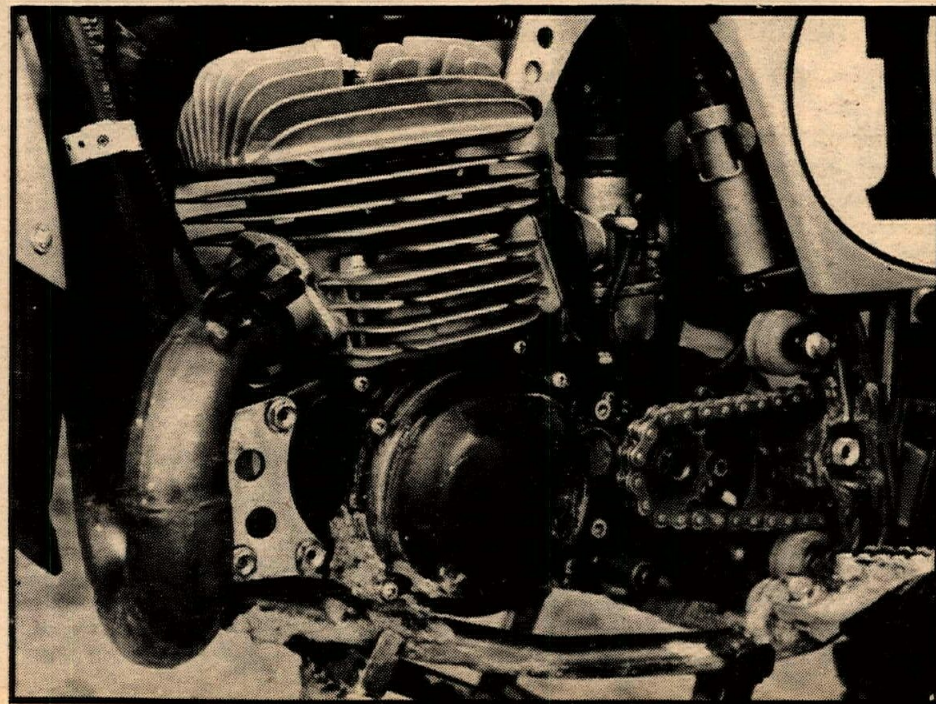
But how does the R2 compare with its new production counterpart, the yet to be released 1979 model KX-250? Press release photos show the production KX-250 to have similar rear suspension geometry to this year's earlier R1 model works bike. And in nearly every detail the production bike

seems to be a direct copy of the R1, with the possible exception that the engine cylinder will have a steel liner instead of the Electro-Fusion coating, and the more production related suspension components from Kayaba won't be up to works bike specifications and performance. Other than the 214 pound weight, we haven't been able to get any information from Kawasaki, but we would suspect the production KX to have suspension travel in the 10-11 inch range rather

than the R2's 11.7 inches.

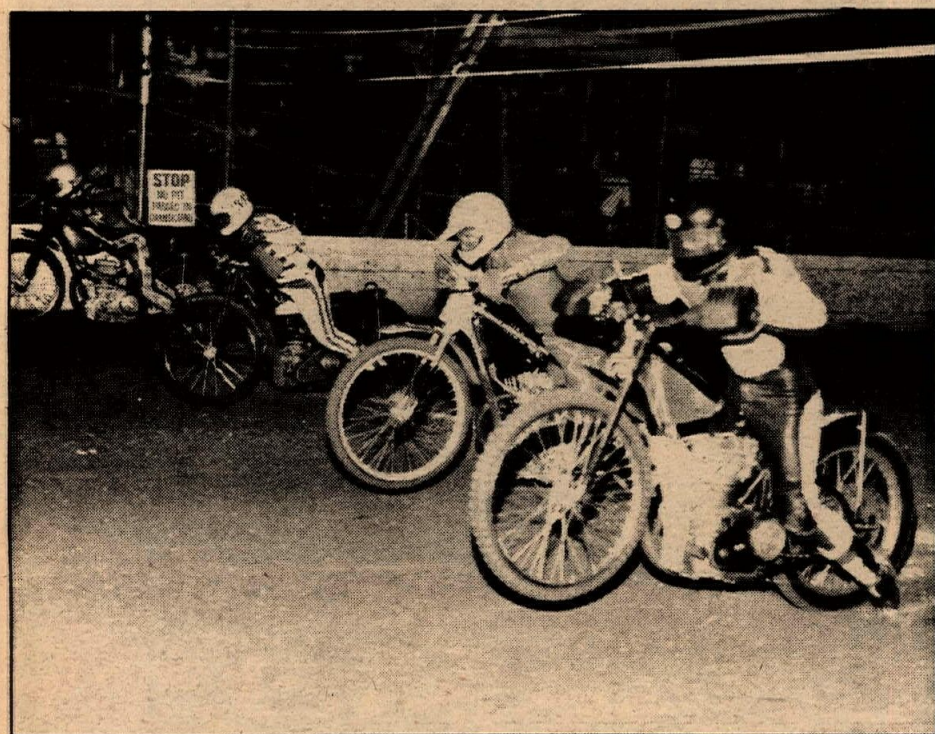
We'd like to see Kawasaki adopt the R2's revised suspension geometry to the production KX. The swingarm on Mickey's bike was a production aluminum arm which had been modified to the new R2 geometry, and if the production KX's are as hand-built in limited quantities as Kawasaki claims they are, then it shouldn't be too major a problem to make the change before an entire model year goes by.

Kawasaki's 250cc powerplant incorporates an Electro-Fusion cylinder and radical porting to provide rocket-like power from 4,000 to 8,000 rpm.

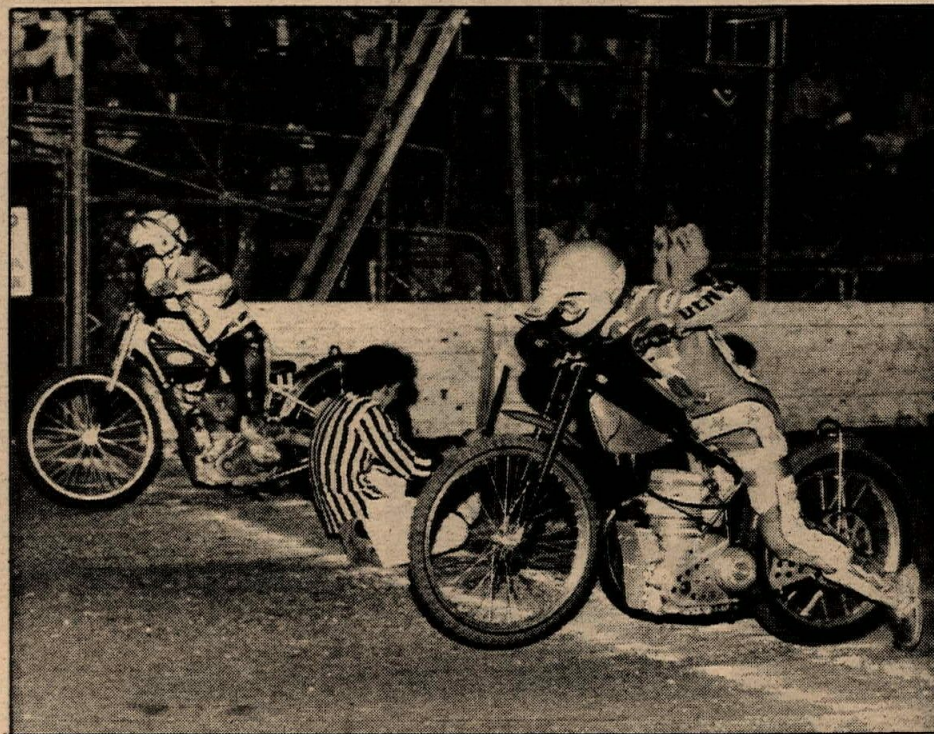




The only race of the night that saw Moran (the blur out front) and Penhall pitted against each other. Moran took it to the limit.



(Above) From left: Preston, Ishii, Penhall and Faas line up for a long haul. (Below) Da winnas — Penhall (left), Schwartz (kneeling) and Moran (smiling).



Preston (right) and Moran faced off for third place honors. Preston lost out.



Penhall takes Ascot long track Speedway

By Dennis Greene

GARDENA, CA, NOV. 3

It's all over for 1978. Ascot put the cap on the speedway season with the long track championship on the half mile oval. Just like last week's qualifier, the race belonged to Bruce Penhall

and Shawn Moran, with the addition of Bobby Schwartz.

Seventeen-year-old Moran got off to a poor start in his first race when the clutch came loose in turn one, and he scored no points. But by the end of the night he earned 12 points by winning his next four events. He also beat Penhall when they met.

The surprise of the night was Schwartz, who was not on the program as a regular rider. He was the first reserve rider and got his chance when Bob McLain went out with bike trouble.

Schwartz racked up 13 points to end up in second place for the night, just one point behind the new long track

champion, Penhall.

After 20 events, there was a run-off for third between Ron Preston and Shawn Moran. Preston was well out in front of the two-lap event when he got into trouble into turn three and went down hard. He walked away and ended up with fourth overall.

Penhall has only been in two race meets in the U.S. this season, last week's qualifier, which he won and the long track championship this week, where he took the title with 14 points.

Results

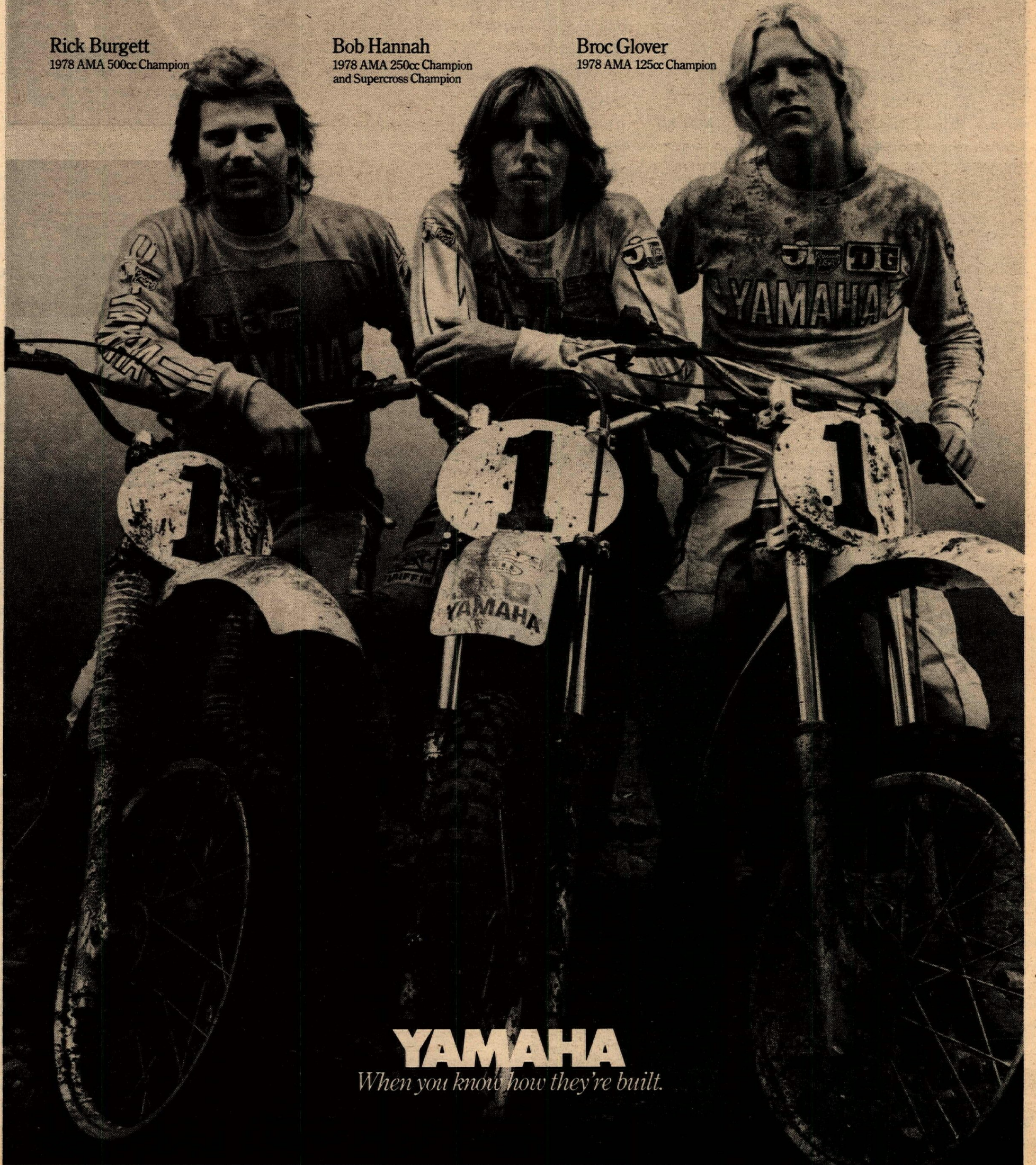
1. Bruce Penhall (14); 2. Bob Schwartz (13); 3. Shawn Moran (12), Ron Preston (12); 4. Frank Adamo (10); 5. Leni Faas (9), Jan Ballard (9); 6. Tom Ferris (8), Dan McNeill (8); 7. Dave DeTemple (7); 8. Jack Kee (5); 9. Scott Sivedge (4), and Wayne Ishii (4); 10. Dave Wendlandt (2), Doug Skiles (2); 11. Dan Patterson (1).

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Bob Hannah
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and Supercross Champion

Broc Glover
1978 AMA 125cc Champion



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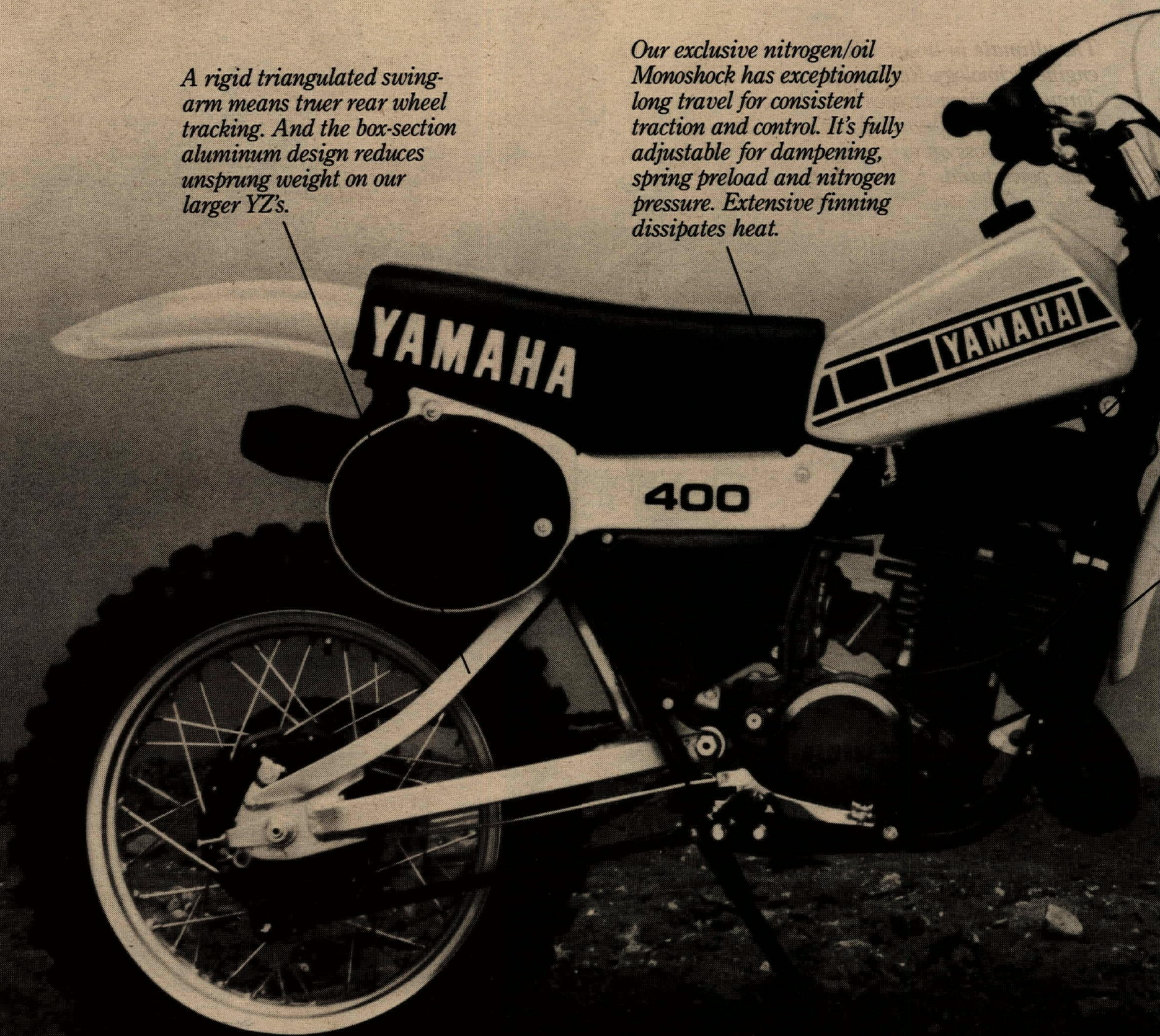
Handling is even more responsive. Because we've increased the suspension travel, front and rear.

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larger, as is the cooling-fin area, to help prevent fading.

Even our YZ80, the mightiest mini of them all, now has more horsepower, a redesigned frame, longer suspension travel and a new six-speed transmission.

So, if you're in motocross to win (and who isn't?) we suggest you check out the Yamaha YZ's.

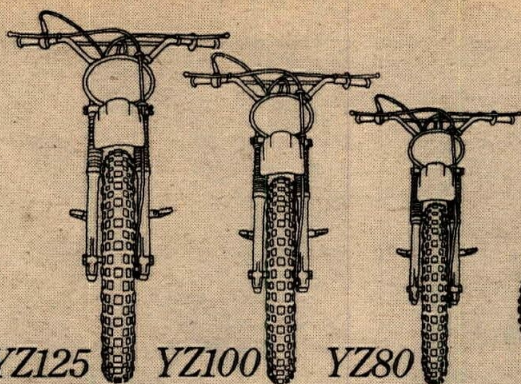
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YZ125 YZ100 YZ80

The intermediate-size YZ100 helps smaller kids make the transition from mini to full-size.



YZ250



YZ125



YZ100

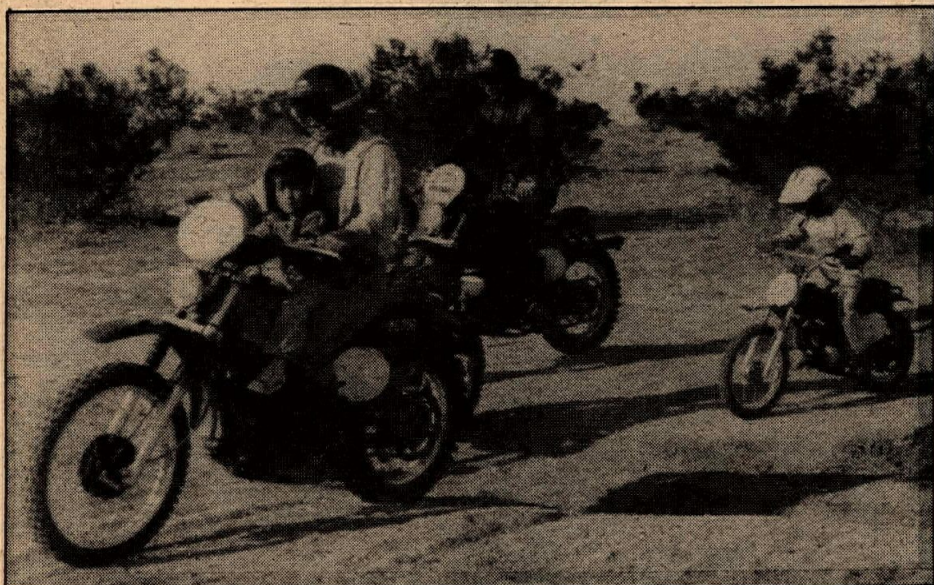


YZ80

YAMAHA

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Western hotline



When the ERA advertises a family enduro such as their recent Lawman enduro, they're not kidding!



Don Green (206) and an unidentified rider dice over a jump at the SRA Carlsbad grand prix.

Weinbrandt, Vasquez dazzle at SRA grand prix

By Sue Senn
Photo by Action Photographic

CARLSBAD, CA, OCT. 29

The Open bikes started things off for the second of the three-race Sportsman Racing Association championship series.

This race featured Competition Cycle rider, Charlie Conway, who usually rides Senior, and Don Vesco's Randy Hollenbeck who stole the show. As the Experts and Amateurs roared off the line, Conway grabbed the holeshot. Hollenbeck was in third position and closing on Jerry Lowell and Conway. Hollenbeck seemingly performed impossible feats as he maneuvered his Husky through blinding dust and rough terrain to reach the front. On the fourth out of the laps, Hollenbeck took the lead and the race belonged to him from that moment on.

The second race, the 200cc event, featured excitement, produced by two young men who know exactly what they are doing. The 19-year-old Expert, Jim Odle, has been into heavy racing for the past two years, losing only one race this year and that was to George Luther at Riverside. The 16-year-old Amateur, Vanya "The Mad Russian" Samarin, has a similar win record in motocross and grand prix.

Jerry Trimble tried to stay with the pair for the first few laps, then settled for third.

When Odle went down, "The Mad Russian" took the lead. He was in shock when Odle passed him back at 60 mph in a cloud of zero visibility dust. Odle, who is aided by Escondido Suzuki, went on to win the race and the admiration of riders and spectators alike.

The 250cc riders were the fastest and most dazzling riders of the day. Roland Wood got the holeshot with Scott Weinbrandt and Bob Vasquez right behind him.

By the third lap, Weinbrandt and Vasquez had taken an unbelievable lead and were staying side by side.



Bernie Schreiber was top goblin at the V.O.T.E. Trick or Treat trial.

They kept this incredible pace, turning the fastest times of the day.

Weinbrandt, who rides for Vey's Honda out of Santee, had only raced motocross before this race. He soon found one hour of riding over such a demanding course would become the roughest race he had ever ridden.

The grand prix newcomer took his Honda in for the win just inches in front of Vasquez's Suzuki. Behind them, Roland Wood, Eric Watril, Steve Blakely and John Taylor diced continually, but finished in that order.

The day's events were finalized by the Seniors. "The Hawaiian," Pila Pattison, rode the first lap over a dust free course. Behind him, "Sugar Daddy" Gary Deckert, was leading a tight pack consisting of Cecil Hollenbeck, John Peterson, Bill Misner and Harold Soens.

Rumors were flying through the crowd. "If 'Sugar Daddy' stays up, he's got first Amateur and second overall wrapped up." This was Sugar Daddy's day. He made no mistakes and followed "The Hawaiian" through to the finish. Misner wasn't as fortunate. He laid it down, and the finish was as listed above, minus Bill.

SRA referee Marty Fisher is joined by the entire crew in thanking Rod Halbert, who aborted his own race to aid an injured rider.

Results pending.

Fortney cops ERA's Lawman enduro

By Donald E. L. Betsworth
Photo by Action Photographic

CALIFORNIA CITY, CA, OCT. 29

It was kind of a shootout at the Cal City corral. Enduro Rider's Association loaded its guns and staged its third enduro. Loops one and two were easy; just what you'd

expect for an ERA enduro. Loop three was a little more than most riders thought Mike Merriman, ERA's top gun, would come up with.

From information received from Lynn Mallory, the scores on loop three are going to be a little high. One Open E ("experienced" class) rider lost 156 points trying to get over Government Peak. The weather was perfect for riding and the light (286 riders) turnout was a little hard to figure. This type of enduro seems to be just the ticket for the Beginner and the occasional rider.

Loop one started at 7:30 a.m. It headed out east then south toward Galileo Hill and then slowly wound its way back to the start, ending at 15.1 miles. While a super easy loop, one very heavy lady on a mini Honda did a spectacular getoff right in front of me. It was a relief as she got up smiling and waved us on. The loop was won by Linda Wilcox, a B-200, scoring a flawless 0.00.

After a 30-minute break a short 13.6 mile loop got underway. This loop headed out toward the Park C bowl, past the Tortoise Preserve, then through some pool-table-flat desert land. On the way in it wound its way through several miles of head high pucker weeds. About halfway, the guy who laid out the course found the narrowest sandwash in the desert. It was really a sand gully along the road. In several places it was hell on brake and shift levers.

Again, this loop was won by a lady rider. Marlene Simpson, running as a E-200 motored in with a super 0.05. The mileage reset was hardly needed on this loop. It could have been used on the next loop, I'm sure, by a score of riders.

After a brief 22-minute siesta, the loop three clock started. The only flat part was near the start. From then on it was just a series of ups and downs. Some were small just to let you know

you had buns. Many were large and deep, the kind that let you know you have kidneys. A couple of the hills were a tad tricky. The obvious line up was sometimes a real problem.

As mentioned before, Government Peak was as tough as usual. Some riders thought the speed was a little fast for traversing this pile of rocks.

Off the peak the course worked its way back toward the pits. Along this section several WFO riders got out of shape trying to make up time. The course here was very deceiving. Lots of small gullies, then a sneaky deep one.

The loop was 28.3 miles and the finish line and the super finisher pins were a welcome sight. For Marcel Fortney, riding as a B-200 on his second-ever enduro, the course must have been just right as he hit it dead on with a 0.00 for a first overall.

The clocks and mileages were right on, a few minor complaints were registered, but were proved wrong. The course was superbly marked with a ton of ribbon and arrows. Most danger spots, save for a few, were well marked.

Mike and Lynn and their entire ERA crew deserve a big pat on the back for a job well done.

Schreiber's treat as V.O.T.E. serves up terrain tricks

By Cosgrove Gilmore

LITTLEROCK, CA, OCT. 29

"Too easy" was Bernie Schreiber's smiling post-competition comment as he cruised to an easy victory in his first outing since scoring a second in the final world championship trial last September in Czechoslovakia. That clinched third in the world standings for him.

V.O.T.E.'s third annual Trick or Treat Trial nipped him for 42 points. That winner's score is steeper than seven of this year's nine National Championship Trials.

Marland Whaley made his first appearance since *not* being the only trials rider to compete in the Subaru Motorcycle Olympiad II last month. Two hundred fifty stitches were required to close a gash across his knee when the power saw he was holding hit a knot and kicked back into his leg two days before that event. Luckily, it was only a flesh wound, as they say in the movies. Marland's first outing after a six week layoff produced a commendable runner-up performance with a score of 56.

Greg Lersch, hot for a trip to the French and Spanish world rounds next year, was top privateer, scoring 76 points to take third.

And then there was a bit of a skip on the old score sheet. PITster Dan Suffin, drawn from northern California by the reputation of V.O.T.E. trials, placed fourth, another 36 markers down with 112 as the eight remaining Expert finishers bunched within 11 points of each other.

Andre Plouffe, fully back in form after his two year vacation into the banal boredom of four-wheeler frolic, took fifth with 116, edging clubmate Scott Head by one point. Another PITS man, Tony LeDuc, and Paul Webster finished one point behind Head. Tony edged Paul for seventh on cleans. Clean? He actually had one. One clean and one one. V.O.T.E. lived up to their let's-make-things-interesting-for-the-Experts reputation.

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Western Motline



After a layoff due to injury, Marland Whaley was second at V.O.T.E.

The three loop trial produced just 27 cleans from 15 Expert starters as Schreiber notched eight, Whaley had six and Lersch carded four. Matt Pritchard, with two cleans, was the only other footster to traverse without penalty more than once.

So, despite Bernie's nonchalant comment about the difficulty quotient, it apparently was a real doozy. But neither buffalo herds nor discouraging words were heard. However, one recent convert to the joys to top class status, Scott Head, was heard to utter, "Gee, I hope the Forest Service doesn't mind all the claw marks we left at the top of section 12."

Ah, yes. Section 12. Your basic loose soiled, rocky gradient leading to a simple nine foot wall made all the more exciting by a steady trickle of muddy water. Oh, and don't forget the full lock left turn at the summit of the ledge to avoid barging into another rock wall, about 40 feet tall. Bernie cleaned it on his first try. Only Lersch with a one and Whaley with a three avoided fives on the first effort.

The Halloween trial site, after two years at Gorman, was switched to the Littlerock Dam area in the Mojave. Several boy-you-sure-could-hold-a-National-here comments were heard.

Also impressed by the day's proceedings were a couple of German motojournalists and a pair of English visitors who are old hands at the trials game. The UKers were Bert Thorn, an executive with Comerfords and Bultaco UK, and Yorkshireman Colin Appleyard, Bultaco's largest competition dealer in England. Both felt that their lads back home would be right impressed with the terrain and sections while marvelling over the fact that American riders can show up at open areas and go riding every-which-ways. Who could have the heart to tell them about environmental impact studies, insurance, hunting, permits, trail usage restrictions, green stickers, spark arrestor tests and wilderness interpretation hassles that are a part of our "open" riding?

David Ige scored his second straight

win in the Amateur class as Competition Chairman Joe Ige looked on with fatherly pride. Joe also heads up the monthly club trials. David, 14 and just barely big enough to fit his TY175, topped Ron Benigar by seven points, 65-72. Reed Evans was another three markers back in third place.

Mr. ITA, Jean Fradette, headed the Senior A's, with a 13 point win margin over Phil Smith.

Former ATA Prez Bill Markham topped the Senior B's with a 14 point "squeaker" over Ralph Silber.

Kevin Morris scored almost as many cleans, 25, as the entire Expert class did, to lead all Novices. Kevin's winning score was 22 as Gary Conrad scored a 25 for second. Rick Peckham posted a 26 for third while Charlie "Ichabod" Inman's 29 was good for fourth.

Bob Watson, who dropped just two Beginner points, probably regrets a brief bike swap he made after a puncture out on the loop. A protest led to his disqualification. David Rofsky took first over Denny Wolff on cleans. Both totalled three on the day. Larry Woodruff doubled their scores to take third.

The trial definitely wasn't all-wet but it did afford many of the southern SoCalers a rare terrain treat — water on the rocks.

As the day wore out Bernie Schreiber was last seen dressed as a jack-o-lantern bobbing for apples with Colin Appleyard while Marland Whaley in a sheet and face mask fired up his Montesa motocrosser to go scorching off into the sunset looking for the Great Pumpkin.

Results

EXPERT: 1. Bernie Schreiber 42; 2. Marland Whaley 56; 3. Greg Lersch 76; 4. Dan Suffin 112; 5. Andre Pluffe 116.
AMATEUR: 1. David Ige 65; 2. Ron Benigar 72; 3. Reed Evans 75; 4. George Avery 79; 5. Rod Campbell 81.
SENIOR A: 1. Jean Fradette 65; 2. Phil Smith 78; 3. Gil Smith 80.
SENIOR B: 1. Bill Marham 30; 2. Ralph Silber 44; 3. Doug Marshall 55.
NOVICE: 1. Kevin Morris 22; 2. Gary Conrad 25; 3. Rick Peckham 26; 4. Charlie Inman 29; 5. Tim Weis 31.
BEGINNERS: 1. Bob Watson 2; 2. David Rofsky 3; 3. Denny Wolff 3; 4. Larry Woodruff 6; 5. Robert Menner 7.



A group of riders negotiate a turn during Saturday Saddleback Motocross racing.

Blose blows 'em away at SSM MX

By Terry Whytal

ORANGE, CA, OCT. 28

Chappy Blose switched to the 250cc class and rode his Maico to a sweep of both 250cc Pro motos.

Blose quickly shot to the lead of the first moto with Yamaha rider Luc Deley close behind. Maico-mounted Huff Hadley, who had gotten a sixth place start, began moving up, passing Drew Nelson (Yam) and Andy Kirker (Mai) to take over third. Blose slowly opened up some breathing room in front of Deley while Hadley tried to close on the two leaders but had to settle for third at the checkers as Blose won handily.

Once again it was Blose grabbing the lead at the start of the second moto. In second was the Honda of Pat Delligatta just ahead of Kawasaki rider Robert Presinger. Jim Cooke then brought his Kawasaki up to challenge and soon passed Delligatta and Presinger to take over second. Deley and Hadley began a good race which soon carried them up into third and fourth spots with Hadley taking third at the flag. Cooke held on to second behind Blose. Overall the finishing positions were Blose (1-1) first, Hadley (3-3) second and Deley (2-4) third.

Bill Rubly, riding for DMG, won the Open Pro class over a strong but inconsistent field of riders. Husky riders Ron Tebbs and Goat Breker finished second and third respectively.

Suzuki-mounted Craig Dale won the 125cc Pro class. Scott Fryfe rode his Suzuki to second with third going to Danny Shaw on a Yamaha.

Results

OPEN PRO: 1. Bill Rubly (DMG); 2. Ron Tebbs (Hus); 3. Goat Breker (Hus).
250cc PRO: 1. Chappy Blose (Mai); 2. Huff Hadley (Mai); 3. Luc Deley (Yam).
125cc PRO: 1. Craig Dale (Suz); 2. Scott Fryfe (Suz); 3. Danny Shaw (Yam).
500cc INT: 1. Jon Granguogorio (Mai); 2. Fulton Tidwell (Yam); 3. Jim Beltnick (Mai).
250cc INT: 1. Mike Magrann (Suz); 2. Larry Nelsin (Hon); 3. Eric McKracken (Yam).
125cc INT: 1. Matt Zigeler (Suz); 2. Bob Ryan (Suz); 3. Rick Rodgers (Kaw).

500cc JR: 1. Jeff Janzen (Suz); 2. Steve Kale (Suz); 3. Dan Hanebrink (Mai).
250cc JR: 1. Gary Sherman (Yam); 2. Dan Ashcroft (Suz); 3. Dennis Thomas (Hon).
125cc JR: 1. Ted Orholt (Yam); 2. Sam Hernandez (Suz); 3. Jose Hernandez (Suz).
500cc BEG: 1. James Bannings (Mai); 2. David Lanox (Suz); 3. Larry Lockhalm (Mai).
125cc BEG: 1. Mike Probst (Yam); 2. Todd Rypka (Suz); 3. Roger Hayes (Yam).

Gillman wins at SSM MX

By Terry Whytal

ORANGE, CA, OCT. 14

Scott Gillman rode his Yamaha to a perfect victory at this week's Saturday Saddleback motocross.

Gillman jumped to the lead at the start of the first moto closely followed by Maico rider Arden Hadley. Andy Baines put his Maico into third spot ahead of Bob Marino (Yam). Marino got around Baines to take over third place but wasn't able to move up on Hadley. Gillman opened up a little room and cruised to the checkers with Hadley keeping second over Marino.

The second moto started like the first with Gillman getting the lead and Hadley glued to his rear fender. Baines was again in the third spot and kept the pressure on till he tired and fell off the pace. Alan Olson brought his Maico up through the pack and passed Baines for third. The leaders were long gone by this time as Gillman slowly pulled away from Hadley to score a perfect overall victory. Hadley finished a well earned second and Olson, with a 5-3 score took home the third place money.

After the dust settled on a very rough 250cc Pro class Jim Tarantino and his Suzuki came up the overall victors. Jim Gibson brought his Yamaha in for second place and third went to Val Tamiotti on a Maico.

Tony Gomez once again rode his little Suzuki to a runaway win in the 125cc Pro class. After a hard fought battle for the runner-up spot Craig Dale, riding a Suzuki, beat out Rick Maki, also on a Suzuki, for the second place prize money.

Results

OPEN PRO: 1. Scott Gillman (Yam); 2. Arden Hadley (Mai); 3. Alan Olson (Mai).
250cc PRO: 1. Jim Tarantino (Suz); 2. Jim Gibson



After an excursion through the pumpkin patch, Goat Breker teamed with Jim Cooke to win the Corona pumpkin team race as well as the 250cc Pros.

(Yam); 3. Val Tamiotti (Mai).
125cc PRO: 1. Tony Gomez (Suz); 2. Craig Dale (Suz); 3. Rick Maki (Suz).
500cc INT: 1. Fulton Tidwell (Yam); 2. Peter Pendland (Yam); 3. Dennis Cox (Hus).
250cc INT: 1. Jeff Lysdale (Hon); 2. Juan Benividas (Yam); 3. Larry Nelson (Hon).
125cc INT: 1. Nick Athens (Suz); 2. Matt Zigeler (Suz); 3. Mark Darnell (Suz).
OPEN JR: 1. Jeff Janzen (Hus); 2. Scott Child (Hus); 3. Dan Hanebrinh (Mai).
250cc JR: 1. Dennis Thomas (Yam); 2. Andre Sausa (Hon); 3. Gene Van Dyke (Mai).
125cc JR: 1. Bill Manhaffe (Suz); 2. Greg Miyechi (Suz); 3. Randy Moss (Yam).
250cc BEG: 1. Dan Brown (Suz); 2. Rob Niel (Suz); 3. Tom Bell (Hus).
125cc BEG: 1. Jim Connolly (Suz); 2. Kurt Knudsen (Yam); 3. Roger Hayes (Yam).

Breker doubles Great Pumpkin Grand Prix

By Ron Lawson
Photo by Anthony Cunningham

CORONA, CA, OCT. 29

What annual racing event is directed by Bozo the clown, where six-foot-tall poodles race against goblins and cone-heads and where riders can be seen carrying pumpkins on their heads, in their mouths or somewhere on their bikes? Why it's the Great Pumpkin Grand Prix. For the third year in a row, Ron Crandall assembled a crowd of around 300 ghouls and goblins to race on Corona's six-mile GP course for a grueling 45 minute race. The track itself features many unique sections such as the "Corkscrew," where riders go across a mini-overpass, and "Hangman's Tree," which is an old pepper tree with a jump going right through it.

All the Pros were put together in a combined race in the morning in order to arrange for same day payback. Making the best out of the dead engine, straddle-the-front-wheel start in the Open class was Maico mounted Jeff Eierstedt. Eierstedt put together a perfect race to come out on top of his class 15 minutes later with Ron Utaski (Suz) and Richard Barron (Yam) following. The 250cc class saw the return of Steve Bauer (Hon) in his first

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Western hotline



Mark Gale (327) and top 125cc Intermediate Gregg Gibboney fly at DeAnza.

race since getting out of the hospital. Bauer gave an impressive performance, but still finished second to Husky wizard Goat Breker. The Kawasaki duo of Robert Reisinger and Jim Cooke finished third and fourth.

The 125cc Pro class held the best battle. Mark Lawrence (Yam) grabbed the holeshot and started to run away. But on the second lap, his bike sputtered to a halt, ending his hopes for a win. Danny Burt (Suz) then took over with Gary Scheidler (Yam) close behind. They battled for about 20 minutes before Scheidler broke away and went on to take the checkered flag. Burt finished second with Steve Wiseman (Suz) third and first time Pro Mark Guibier (Suz) fourth.

Breker was definitely hot. He wasn't content just to walk away with the 250cc Pro race so he teamed up with Jim Cooke and destroyed the pumpkin team race. The reason it was called a "pumpkin" race was because each rider had to have a pumpkin or a piece of a pumpkin clearly visible every time he passed the scorers. The riders would have to stop in a "pumpkin patch" on the first lap to obtain a suitable specimen, and then pass it on to his partner every lap afterwards. Before the race started, most of the riders had ingenious set-ups for carrying the pumpkins, such as a transparent bag attached to the handlebars. But the rough track took its toll on these and many of the participants wound up with their prize taped to their helmets or a piece of it oozing through their fingers. Breker and Cooke, however, didn't have any problems and they ran away with the race after letting the Danny Jean/Danny Burt team lead for a lap.

Official results still pending.

Gibboney takes DeAnza MX Intermediates

By Ron Lawson

SUNNYMEAD, CA, OCT. 29

It's no secret that some of the best racing at any event can be found in the Sportsman classes and the race at DeAnza Cycle Park illustrated that point well.

The 125cc Intermediate class roared off the line and filed into the first turn with Craig Lee (Suz) holding a narrow lead over Bart Hitt (Suz) and Mike Antes (Kaw). Gregg Gibboney (Suz) was way back in seventh place as they came around for the first lap, but he was wasting no time in working his way up. By the time the moto reached the halfway point, it had come down to two fierce battles. Lee was still holding off Hitt but Antes and Gibboney were coming up from behind fast. Hitt dropped out of the race on the next lap and Gibboney, in a burst of speed, passed both Antes and Lee for the lead. Gibboney went on to win the moto with Lee in second and Adrian Hernandez (Suz), who rides for TDC seat reupholstering, took third.

In the next round, it was once again Lee who took the holeshot, but this time he was displaced on the third lap by Mark Gale (Suz). Gibboney was in third place and he began pushing Lee right away. They dived for about five laps before Gibboney found an opening and slipped by. Gale went on to win the moto, but the overall went to Gibboney ahead of Lee. Gale was third.

The 125cc Expert class held a big



Dave Lazar (25) swerves to avoid Ken Rendell at Corona.

upset. Craig Gormley (Yam) is always on top of that class when his bike doesn't break (which is all too often), but this time he ran into an obstacle by the name of Craig Dale (Suz). Gormley got the moto one holeshot, but was nailed on the second lap by Dale. Gormley wasn't discouraged, however, and he hounded the Suzuki rider for five laps and then moved back into the lead. When the checkered flag came out, Gormley was still in the lead, but the second moto is the important one, and both riders knew it. Once again, Gormley was first to the first turn, and once again Dale got by on the second lap. This time, however, Gormley was unable to retake the position and he went across the line in second for second overall ahead of Dan Cheney (Suz).

The 125cc Beginner race saw John Demmitt (Yam) take a convincing two moto win over Ray Erickson (Yam) and Trace DeLion.

Results

MINI BEG: 1. Leonard Robertson (Suz); 2. Tom Schmupp (Yam).
 MINI NOV: 1. Joe Kleager (Yam); 2. Mike Finders (Suz); 3. Todd Parker (Suz).
 MINI INT: 1. Gary Carney (Yam); 2. Don Sigrist (Yam).
 125 BEG: 1. John Demmitt (Yam); 2. Ray Erickson (Yam); 3. Trace DeLion (Yam).
 125 NOV: 1. Carl Puckett (Yam); 2. Joey Thomas (Suz); 3. Doug Davison (Suz).
 125 INT: 1. Gregg Gibboney (Suz); 2. Craig Lee (Suz); 3. Mark Gale (Suz).
 125 EX: 1. Craig Dale (Suz); 2. Craig Gormley (Yam); 3. Dan Cheney (Suz).
 250 BEG: 1. Herb Carbaugh (Suz); 2. Steve Smere; 3. Mike Courtney (Suz).
 250 NOV: 1. Dave Loyd (Yam); 2. Eric Beingesser (Hus); 3. Tom Bridgeport (Yam).
 250 INT: 1. David Stewart (Yam); 2. Robert Ripley (Hon); 3. Dan Cannon (Suz).
 250 EX: 1. Bill Pelt (Yam); 2. Scott Quick (Suz).
 OPEN BEG: 1. Ron Rogers (Suz); 2. Ken Bruins (Bul).
 OPEN INT: 1. Terry Strickland (Yam); 2. Perry Ziino (Yam); 3. Eugene Boere (Yam).
 SR VETS: 1. Ed Michetti (Mail); 2. George Anderson (Yam).
 INT VETS: 1. Ron Brehm (Yam); 2. Paul Wilde (Yam).
 BEG VETS: 1. Steve Symanski (Suz); 2. Ray Arnold (Yam).

Greenway gasses it at Corona; Hemet takes HSMX

By Ron Lawson

CORONA, CA, OCT. 27

With David Williams out for the night with mechanical troubles,

DG's John Greenway (Hon) had a field day in Corona's 250cc Pro class. Not even Danny Burt (Suz) or Phil Thorstensen (Hon) could match the blazing pace that Greenway set on his way to a long overdue first overall.

At the start of moto one, it was Thorstensen out in the lead with Greenway right on his tail. Burt, who had just stepped off a 125cc machine the race before, got a mid-pack start, but was soon in third ahead of Matt Devich (Hon). On the second lap, Greenway made his move on Thorstensen and started to pull away. Aside from the size of Greenway's lead, which continually grew, the order remained constant for the rest of the race.

Greenway set out to do the same thing right from the start of the second round. He grabbed the holeshot with Thorstensen and Burt in close tow. Devich was a victim of a poor start, but he was soon knifing his way through the pack to fourth spot. The three leaders were evenly spaced at the end of the second lap. Burt, however, was determined to overtake Thorstensen and one lap later, he did just that. To compound his problem, Thorstensen overshot a berm and ran off the track, losing a lot of ground in the process. The Honda rider was still in third, but he was just trying a little too hard and he went over the bars on the fifth lap. This left Burt all alone with Greenway way in front of him and Devich way behind. On the last lap, Greenway's lead was so great that he was able to stop and talk to a spectator before crossing the finish line. The overall results went Greenway, Burt, Devich, Andy Northrup (Suz) and Chris Tarvin (Hon).

It was the same old story in the 125cc Pro class. Nobody ever held the lead besides 14-year-old Danny Burt and his Redlands Suzuki. Even Burt has probably lost count of how many times in a row he has crossed the finish line on top, but it's a bunch. Behind him it was Rick Simmons (Kaw), Rick Johnson (SOP), Joe Price (Yam) and Rob Miller (Suz).

In the second round of Corona high school motocross action, it was Hemet High School that took top honors with

first overall in three classes, second in two classes and third in four races. The total came out to a healthy margin over second place Poly High School.

It was in the Mini classes that Hemet pulled its lead. Ken McIntire (Hon) of Hemet followed teammate Clay Smith (Suz) across the finish line in moto one, but came back strong in the second round. He was first across the line leading a Hemet blitz consisting of Smith and Steve Pearson (Yam). The Mini Novice class saw Dale Dowdel (Yam) put another feather in Hemet's cap. He took both motos ahead of the Saddleback duo of Barney Frank (Suz) and Keith Pickrell (Hon).

But Hemet wasn't the only school that was winning. Jeff Camarigg of Eisenhower entered his 100cc Yamaha in the 125cc Novice class. He grabbed the holeshot in moto one and left the rest of the pack behind. Robbie Lee (Suz), also of Eisenhower, held off Richard Ventura (Yam) from Troy for the entire race to take second place. In the second round, it was Camarigg and Lee out in front again, making for a carbon copy of the first moto. This time, however, Hemet's Mitchel Gabriel Ventura for third.

In the second division of 125cc Novices it was Hemet back out on top with Rick Terpstra taking his Suzuki to first overall.

Without doubt, the most impressive rider of the night was Poly High School's Bill Sarfaty. He had a little trouble from Dane Wingington (Upland/Yam) at the start of 250cc Senior moto one, but then he started to pull away. On the third lap, Wingington dropped out, giving the position to Hemet's Robert Young (Yam). Young held second until the last lap when he let Dennis Moon (S.B./Suz) slip by. Sarfaty finished with four lapped riders between himself and second place.

In the next moto, Sarfaty ran away again, but this time with Wingington not so far behind. The overall results went Sarfaty, Young and Moon. Wingington got seventh.

Results

UNATTACHED

MINI BEG: 1. Jason Rincon (Kaw); 2. Bill Mattes (Yam); 3. Nick Colangelo (Yam).

MINI BEG DIV 2: 1. Paul Biane (Suz); 2. Dan Hovis (Yam); 3. Randy Maletta (Yam).

MINI NOV: 1. Chris Gables (Yam); 2. Terry Knight (Yam).

100 NOV: 1. Don Sigrist (Yam); 2. Ryan Eide (DG); 3. Todd Huegel (Suz).

125 BEG DIV 1: 1. Rod Vigue (Suz); 2. Gordy Collins (Yam); 3. Dale Slavter (Yam).

125 BEG DIV 2: 1. Nick Ulmer (Yam); 2. David Jann (Yam); 3. John Shanko (Suz).

125 NOV: 1. Scott Broviak (Yam); 2. Ronnie Purther (Suz); 3. David Hulbert (Suz).

125 INT: 1. Matt Zigler (Suz); 2. Rick Rodgen (Kaw); 3. Keith Williamson (Yam).

125 EX: 1. Danny Burt (Suz); 2. Rick Simmons (Kaw); 3. Rick Johnson (SOP).

250 BEG: 1. Ken Triplett (Kaw); 2. Jim Minter (Suz); 3. Garry Wier (Suz).

250 BEG DIV 2: 1. Wayne Wernimont (Hon); 2. Rod Drury (Suz); 3. Mike Drake (Hus).

250 NOV: 1. Tom Strangle (Hon); 2. Rob; 3. Joe Feid (Hon).

250 INT: 1. Kinney Jones (Hon); 2. Scott Wilkinson (Hon); 3. Dean Wilkinson (Hon).

250 PRO: 1. John Greenway (Hon); 2. Danny Burt (Suz); 3. Matt Devich (Hon).

OPEN BEG: 1. Mike Frost (Yam); 2. Tony Parsons (Yam).

OPEN NOV: 1. Ken Libke (Mai); 2. Bill Schneider (Hus); 3. Dave Terrell (Yam).

OPEN INT: 1. Jerry Ebling (Kaw); 2. Frank Cody (Yam).

HIGH SCHOOL

MINI NOV: 1. Dale Dowdel (Hemet); 2. Barney Frank (Saddle); 3. Keith Pickrell (Hemet).

MINI SR: 1. Ken McIntire (Hemet); 2. Clay Smith (Hemet); 3. Steve Pearson (Hemet).

100 NOV: 1. Dan Hockett (Upland); 2. Lou Soto (Saddle); 3. Jerry Hawkins (Hemet).

125 NOV: 1. Jeff Camarigg (Eis); 2. Robbie Lee (Eis); 3. Mitchel Gabriel (Hemet).

125 NOV: 1. Rick Terpstra (Hemet); 2. Willie Arrillpane (West); 3. Matt Smith (Hemet).

125 INT: 1. Tim May (Cajon); 2. Mike Anderson (Poly); 3. Mike Maley (Upland).

125 SR: 1. Warren Bell (Poly); 2. Brent Blount (Poly); 3. Scott Paschal (Poly).

250 SR: 1. Bill Sarfaty (Poly); 2. Dane Wingington (Upland); 3. Dennis Moon (S.B.).

500 SR: 1. Dane Wingington (Upland); 2. Kevin Reynolds (Cajon); 3. Guy Campbell (West).

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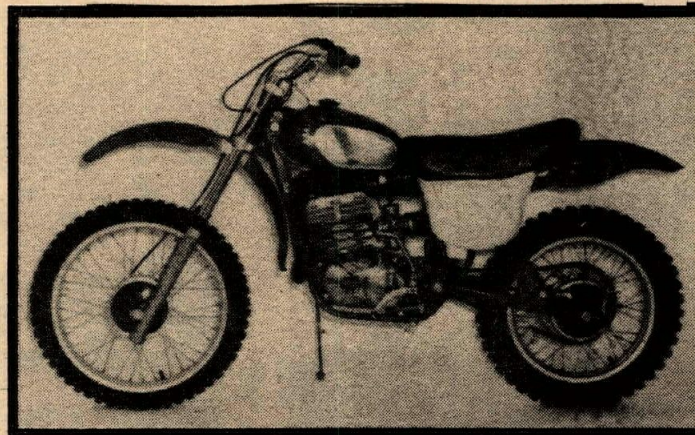
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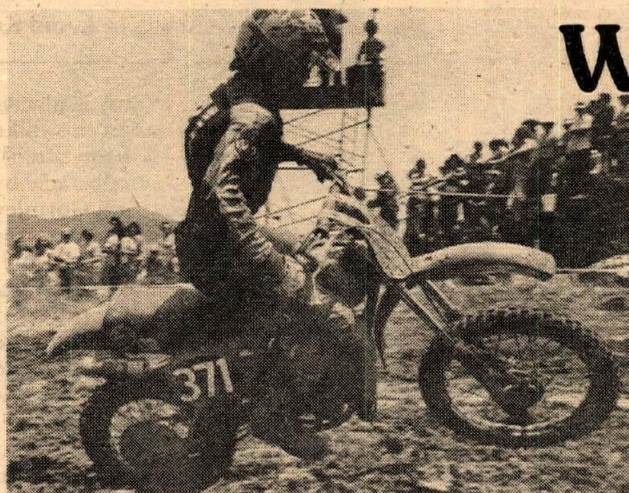
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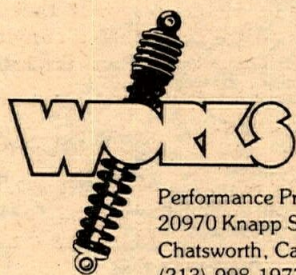
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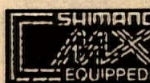
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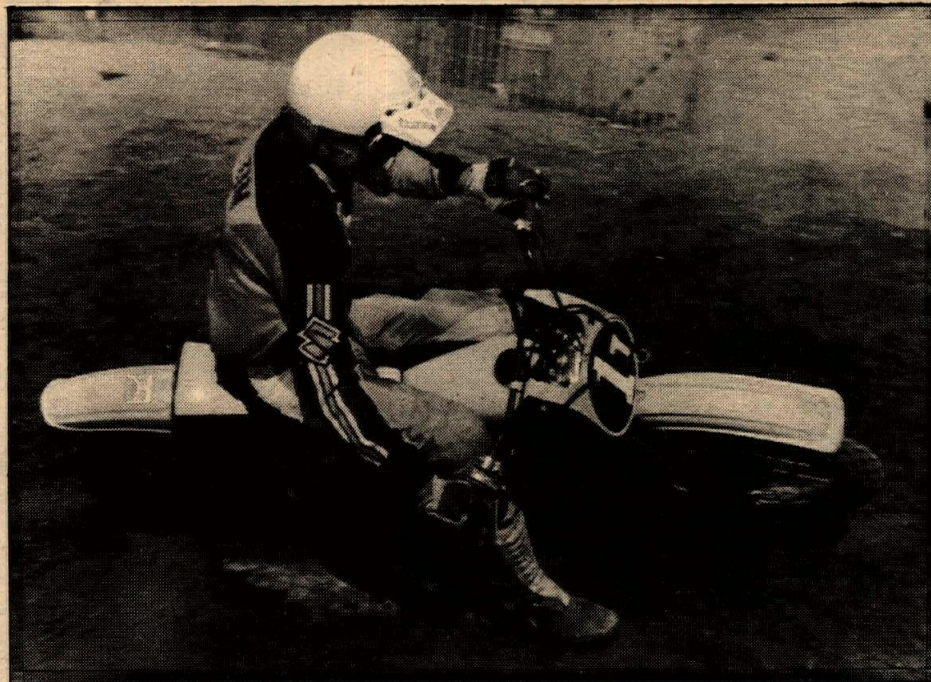
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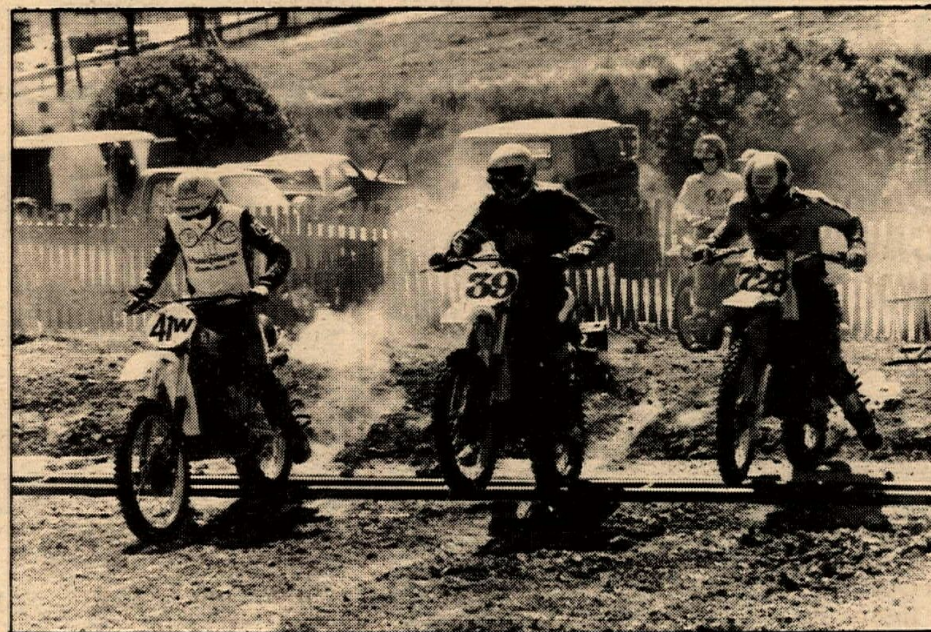
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Tim Tolar won the 125 and 250cc classes at CRC Saddleback.



John Larson (728) and friends take off in the SSM 250cc Junior class.

Breker blasts SSM MX

By Tom Corley

ORANGE, CA, OCT. 21
The Saturday Saddleback Motocross program at Saddleback Park is certainly attracting the top Pro talent. Every Saturday you can expect to see some very fast Pros go at it in two 40-minute battles. Today the hottest Pro class was to be the 250cc Pro and there were 14 fast hands involved.

Norstar-sponsored Goat Breker shoved the crew around and ended up winning a good cash prize for his overall victory.

Dave Miller was after the loot and he gave Breker a good dice for his money. Miller happens to be sponsored by John Miller of UFO Products. In the first moto Miller swooped out ahead on his Honda and was easy to identify by his elaborate racing threads. Breker's Husky cranked after him but couldn't pass so he had to settle for second. Jim Tarantino on a Suzuki trailed in third while Val Tamietti (Mai) captured fourth.

The second grueling moto got underway and it was still a toss up between Breker and Miller. Breker won this final moto and this gave him a 2-1 final score and the overall dollars. Dave Miller took second and

Mark Lawrence ended up third over Val Tamietti and Jeff Lysdale.

Results

100 BEG: 1. Jim Wentz (Yam).
100 JR: 1. Frank Jordan (Suz).
125 BEG: 1. John Jones (Suz); 2. Mark Gibbobs (Yam); 3. John Pepper (Suz).
125 JR: 1. Mark Dwinell (Suz); 2. George Karn (Suz); 3. Rick Umberger (Suz).
125 INT: 1. Mark Darnell (Suz); 2. Rick Rodgers (Kaw); 3. Bill Recchia (Suz).
125 PRO: 1. Chappy Blose (Suz); 2. Craig Dale (Suz); 3. Huff Hadley (Suz).
250 BEG: 1. Dan Brown (Suz); 2. Paul Martell (Yam); 3. C. Hermanson (Yam).
250 JR: 1. Steve Holben (Yam); 2. Gene VanDyke (Mai); 3. Dan Ashcraft (Hus).
250 INT: 1. Mike Marshall (Hon); 2. Mike Magrann (Suz); 3. Eric McCracker (Yam).
250 PRO: 1. Goat Breker (Hus); 2. Dave Miller (UFO); 3. Mark Lawrence (Suz).
500 BEG: 1. Kris Goolsby (Hus); 2. Bob Lebo (Yam); 3. Gary Campbell (KTM).
500 JR: 1. Mark Smith (Suz); 2. Scott Child (Hus); 3. Dan Hanebrink (Mai).
500 INT: 1. Jim Williams (Yam); 2. C. Robertson (Suz); 3. Mike Said (Mai).
500 PRO: 1. Luke Messer (Mai); 2. Bob Elliott (Suz); 3. Bob Marino (Yam).
OLD TIMERS
500: 1. Al Satteria (Mai); 2. Ray Arnold (Yam).
125: 1. James Banning (Hus).

CRC Saddleback MX: Tolar takes two

By Tom Corley

ORANGE, CA, OCT. 22
The California Racing Club is a progressive organization. Their activities take place both in the desert areas and also at local SoCal motocross tracks, now including

Saddleback Park every second and fourth Sunday of the month.

There were a lot of really fine racers here but the main superstar had to be Tim Tolar. Tolar really decided to go for it and he did just that as he won both the 125 and 250cc Pro classes. Tim won each moto for a clean sweep.

About 18 bikes crammed the starting gate in the 250cc Pro class and the competition was stiff. Tolar was just a bit faster than the rest of the bunch and he has this track wired. He captured the first moto win because of this and was being pursued by Matt Devich and Dave Douglas while John Gonzales landed fourth. Tolar had an identical performance in the second moto and this time Jerry Raymer (Yam) out maneuvered Devich for the second place spot and once again Gonzales headed off the other competitors. Overall for the day Tolar hooked two firsts for the gold over Devich, Gonzales, Raymer and Douglas.

Results

MINI BEG: 1. Blake Vitali (Yam); 2. Mike Lockwood (Suz); 3. Terry Woody (Yam).
MINI INT: 1. Kirk Williams (Yam).
MINI NOV: 1. Jon Hughlett (Yam); 2. Todd Campbell (Yam); 3. Chris Gables (Yam).
100 BEG: 1. Rick Kramer (Yam); 2. Kelly Bishop (Yam).
100 NOV: 1. Dave Rogers (Suz); 2. Tom Duddley (Yam).
100 INT: 1. J. Langhammer (Yam); 2. Tony Barbacovi (Yam); 3. Ron Willison (Suz).
100 PRO: 1. Jim Simons (Yam).
125 BEG: 1. David Nealon (Yam); 2. C. Contralto (Suz); 3. Edward DeWitt (Suz).
125 NOV: 1. Pete Rinaldi (Suz); 2. Jerry Campbell (Yam); 3. Perry Boyer (HTY).
125 INT: 1. Bill Gilleran (Yam); 2. Tom Satchell (Suz); 3. Matt Ziegler (Suz).
125 PRO: 1. Tim Tolar (Suz); 2. Scott Fyfe (Suz); 3. B. McGregor (Suz).
250 BEG: 1. Jay Stradinger (Suz); 2. Jeff Mahan (Hon); 3. Frank Warren (Yam).
250 NOV: 1. Craig Wenner (Suz); 2. Ted Waldrup; 3. John Padilla (Suz).
250 INT: 1. David Clements (Yam); 2. Kevin Olson (Mai); 3. John Drury (Yam).
250 PRO: 1. Tim Tolar (Suz); 2. Matt Devich (Hon); 3. John Gonzales (Yam).
500 BEG: 1. Jay Kernen (Yam); 2. Kris Goolsby (Hus); 3. Ralph Turney (Hus).
500 NOV: 1. James Jimenez (Hus); 2. Kirk Chandler (Mai); 3. Paul Huffman (KTM).
500 INT: 1. Rory Holladay (Yam); 2. Bill Edrington (Yam); 3. Mike Meshkoff (KTM).
500 PRO: 1. Mark Brooks (Mai); 2. Steve Russell (Mai); 3. Mark Ellis (Yam).
VET JR: 1. Tim Fitzpatrick (Suz); 2. Dean Saunders (Hon); 3. Jerry Black (Mai).
VET INT: 1. Ra Moeller (Hus); 2. Dwain Jarrett (Suz); 3. D. Rosenberg (Hus).
VET SR: 1. Shortie Raudman (KTM); 2. Dan Moore (Mai); 3. Lynn McGraw (Yam).

Robertson, Harper, O'Mara share AME \$1,000 purse MX

By Laura Richard

VALENCIA, CA, OCT. 22
American Motocross Enterprises put a \$1,000 purse up for grabs and some of the top riders showed up to take their share of the money. Kolbe Can-Am rider Greg Robertson had his work cut out for him, but he was able to hold on and bring in back to back wins in the Open Pro class.

In the first moto second place went to strong riding Will Harper (Cole Bros. Mai). Harper went down halfway through the race and had to work himself back up to second place. Third place was filled by Steve Rawson (Cole Bros. Mai), while in the back of the pack Jeff Jennings was working his way up to fourth after a bad start, with Val Tamietti (Maico West Mai) settling for fifth.

Moto two saw Robertson again working his way into the lead, this time with a strong ride from Andy Jannings (Cole Bros. Mai) putting him in second with Tamietti taking third with fourth again going to Jennings (Wheelsmith Mai). The overall for the



A pair of CMC OCIR Pro wins went to Gary Denton.

day went to Robertson, with second going to Harper and third to Tamietti.

The 250cc Pro class was unreal with 36 riders at the gate for the start. Harper (Mai) was able to pull the holeshot but the way Jeff Jennings (Mai) was putting on his charge, Harper had to settle for second with Jennings in first and Crown Cycle rider John Atwood (Mai) in third.

The second moto saw Donnie Hansen (Shoemaker's Cycle Yam) taking the lead with Harper in second and Atwood again in third. The overall win went to Harper with second going to Hansen and third to Atwood.

The 125cc Pros again saw John O'Mara win back to back. Right from the start it was O'Mara (Al Baker Suz) with the holeshot. There was a strong charge by Mike Brown in the first moto but he was unable to take the lead and had to settle for second.

The second moto again saw O'Mara taking command this time with Gary Denton (Suzuki West Suz) hot on his tail. But again O'Mara was able to hold on for the win. The overall for the day went to O'Mara with second going to Denton and third to Tim Locey.

Results

MINI INT: 1. Gary Szilagyi (Suz).
 MINI EX: 1. Pat McConnell (Yam).
 MINI JR: 1. Jerry Richert (Suz); 2. Don Kokinda (Yam); 3. Tim Slayton (Yam).
 JR CYCLE: 1. Marty Rickard (Suz); 2. Cory Tramel (Hon).
 PEE WEE: 1. Justin Souza.
 125 PROS: 1. John O'Mara (Suz); 2. Gary Denton (Suz); 3. Tim Locey (Yam).
 125 INT: 1. Todd Bausch (Suz); 2. Bob Shulz (Yam); 3. Randy Harden (Suz).
 125 JR DIV 1: 1. Chuck Gunter (Suz); 2. Bruce Hiroshim (Suz); 3. Joe Hernandez (Suz).
 125 JR DIV 2: 1. Jeff Spencer (Suz); 2. Chris Marsh (Suz); 3. Nick Katsandris (Suz).
 125 BEG: 1. Victor Berry (Yam); 2. Raw Naro (Suz).
 WOMEN'S DIV: 1. Randi Ehrenboug (Suz).
 500 PROS: 1. Greg Robertson (C-A); 2. Will Harper (Mai); 3. Val Tamietti (Mai).
 500 INT: 1. Randy Lewis (Yam); 2. Mark Gumper (Yam); 3. Gary Kawakami (Mai).
 500 JR: 1. John Rudder; 2. Richard Lidyad (Yam); 3. Rob Benedeho (Yam).
 VETS JR: 1. R. Hodges (Suz); 2. Wolf Viech (Hus).
 VETS EX: 1. Richard Hampton (Mai); 2. Keith Phillips (Suz).
 250 PROS: 1. Will Harper (Mai); 2. Donnie Hansen (Yam); 3. John Atwood (Hon).
 250 INT: 1. Tom Ross (Hon); 2. Brian Chereshkoff (Hon); 3. Chris Lowitz (KTM).
 250 JR: 1. Dave Harman (Hon); 2. Erin Buskirk (Suz); 3. Jim Rozzah (Hon).
 100 JR: 1. Joey Bauer (Suz); 2. Chuck Penny, Jr. (Suz); 3. Robert Cybulski (Suz).
 100 INT: 1. Tommy Bence (Suz); 2. Duke Wright (Yam); 3. Dave Calais (Yam).
 100 EX: 1. Matt Whiting (Yam); 2. Randy Harden (Yam); 3. Allen Hopper (Yam).

Dandoy's dandy at CMC OCIR night MX

By Tom Corley

IRVINE, CA, OCT. 20

The rain started, but the skies held back enough of the rain drops and Continental Motorsports Club was able to continue with another fine nighttime motocross at OCIR.

In the 250cc Intermediate show Mark Dandoy was the man on the move and he bumped off the rest of the pack for the overall win. Dandoy was mounted on a Yamaha and he wound up winning the first moto of racing over Honda ace Mike Schoffstall and Juan Benavidez.

The second round was really the one to watch though because this time Dandoy met his match when he came up against Brice Worden. Brice cooked on a Yamaha and he led the battle the whole time. The two were neck and neck and Dandoy almost made a radical pass once while rounding the score tower turn. But when the checkered waved, Worden hooked the win. With a 1-2 score, Mark Dandoy claimed the tall first place brass. Worden's 4-1 score gave him second overall in front of Benavidez.

Results

MINI JR: 1. Taylor Marcell (Kaw); 2. Tony Tetone, Jr. (Suz); 3. Mike Lockwood (Suz).
 MINI INT: 1. Bruce Bunch (Yam).
 100 JR: 1. Chip Vogel (Yam); 2. Kenny Goyett (Yam); 3. Roland Amann (Yam).
 100 INT: 1. Jim Beckers (Hon); 2. P. Fitz-Gibbon (Yam); 3. Paul Provenza (Suz).
 125 JR DIV 1: 1. Gordon Jennings (Yam); 2. Todd Simmons (Yam); 3. P. Clyde (Yam).
 125 JR DIV 2: 1. Roxie Klatt (Suz); 2. Norm Sarthou (Yam); 3. Glenn Sorensen (Suz).
 125 INT: 1. Mark Gale (Suz); 2. Fred Caldwell (Suz); 3. Angel Montoya (Yam).
 125 PRO: 1. Gary Denton (Suz); 2. Scott Meyer (SDS); 3. Tim Lunde (Suz).
 250 JR DIV 1: 1. Doug Cave (Yam); 2. Joe Lemke (AMX); 3. Greg Foster (Yam).
 250 JR DIV 2: 1. Ron Kain (Yam); 2. Robert Rodgers (Hon); 3. Greg Johns (Mai).
 250 INT: 1. Mark Dandoy (Yam); 2. Brice Worden (Yam); 3. J. Benavidez (Yam).
 250 PRO: 1. Gary Denton (S-W); 2. R. Reisinger (Kaw); 3. Tim Lunde (Mai).
 500 JR: 1. Joe Lemke (AMX); 2. Kevin Duffy (Yam); 3. Dave Schloesser (Suz).
 500 INT: 1. Ray Pisarski (Suz).
 500 PRO: 1. Gary Jones (AMX); 2. Robert Marino (Yam); 3. John Elledge (Fro).

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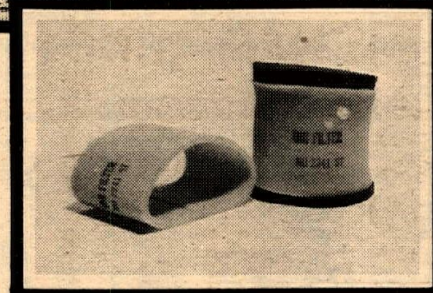


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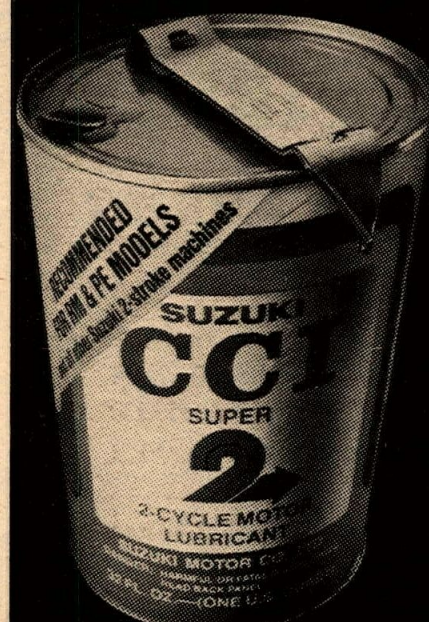
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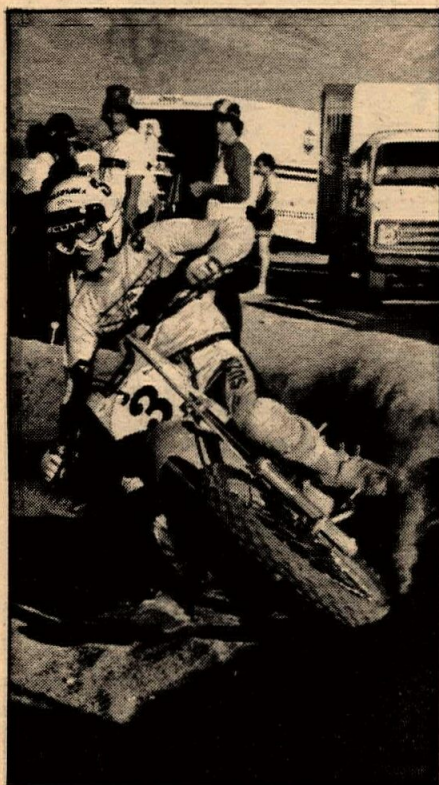
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NORTHERN DATELINE



A barrage of MXers head for the whoops at Bishop.



How to make a berm shot appear totally elementary.

Zahrt, Locey, O'Mara blister Bishop AME MX

By John Rocha

BISHOP, CA, OCT. 29

It only took a few races for the long sandy Bishop track to swell with endless bone jarring whoops which proved to be more than challenging during a 30 minute moto. Respective class winners Kenny Zahrt, Tim Locey and Johnny O'Mara really earned their cash for the day.

Willy Harper took charge of the first 250cc Pro moto and pulled away for a few laps before Tracy Oswald started to close the gap. Harper's front wheel went away just before Oswald caught him and Bill Ovellette took over second while Mike Shoemaker, Tim Locey and Ken Zahrt moved up around mid-pack. A few laps later Oswald lost a gas tank bolt off his Suzuki and Ovellette roosted on by the frustrated leader while Locey and Shoemaker were doing some roosting of their own. Locey caught up to Ovellette but didn't get by. Shoemaker

snagged third and Zahrt was fourth followed by Monte McCoy.

Locey set his throttle in the pegged position, taking the second moto lead on the first lap. Ovellette had other ideas and set out after Locey leaving Curt Sturgen running third while Shoemaker looked content with fourth. Zahrt showed up about 20 seconds late for the start but he dialed his Can-Am in and went for it. Halfway through moto two and already in fifth, Zahrt was hauling wide open. He zapped Shoemaker, reeled in Sturgen and got by when Sturgen bailed. Locey won, Ovellette settled for second, Zahrt rode a mad man's race to tag third and the Shoe was fourth.

125cc Pro speedster Johnny O'Mara pulled an almost routine holeshot and gassed his way to a wide open lead before getting off and damaging his rear hub. Tim Locey inherited the lead from O'Mara and went on to win while Jim Holley roosted his way to a second place finish. Jim Pappe maintained for third while Mike Tripes, having trouble staying on his bike, managed a fourth. O'Mara's chain fell off but he still finished fifth.

O'Mara holeshot the second moto, Pappe was second ahead of Chip Johnson and Tripes. Locey bailed at the halfway mark after getting a rear flat, which meant Pappe had the overall if he stayed in second. Tripes made his move past Johnson as Pappe got radical and lost it, falling back to fifth. At the finish O'Mara had led it wire to wire, Tripes picked up second, Johnson third, Gorge Faber fourth and Pappe was relegated to fifth.

A Yamaha mounted Zahrt led the Open Pros out of turn one, followed by Jeff Loff, and they immediately pulled away from the rest of the pack. Will Harper was running third until meeting some knarly bumps that put him on his head. Before the moto ended Zahrt and Loff had swapped the lead around a few times but Zahrt came out on top.

Zahrt led the second moto wire-to-wire for a flawless overall. Harper got off the line around mid-pack but finished the race behind Zahrt and took second overall.

Results

125 PRO: 1. John O'Mara 5-1 (Suz); 2. Mike Tripes 4-2 (Suz); 3. Tim Locey 1-6 (Yam); 4. Jim Pappe 3-5 (Suz); 5. Gorge Faber 7-4 (Yam).
250 PRO: 1. Tim Locey 2-1 (Yam); 2. Bill Ovellette 1-2 (Yam); 3. Ken Zahrt 4-3 (C-A); 4. Mike Shoemaker 3-4 (Yam); 5. Terry Ducker 8-6 (Yam).
500 PRO: 1. Ken Zahrt 1-1 (Yam); 2. Will Harper 4-2 (Mail); 3. Dave Huagh 5-3 (Mail); 4. Andy Jannings 7-4 (Mail); 5. Luke Messer 6-5 (Mail).



Billy Grossi trails Brian Jodry at Prairie City.

Cantaloupi/Wosick untouchable at Sacto

By Chuck Woodbury

SACRAMENTO, CA, OCT. 22

More than 380 riders, including 41 250cc Pros, showed up for the third round of the four race CMC series at Prairie City OHV Park. Once again Stockton's Donnie Cantaloupi and San Jose's Larry Wosick mounted their Yamahas for top honors of the day. Cantaloupi grabbed victories in both the 125 and 250cc Pro classes, with Wosick taking the overall in the Open Pro competition.

Cantaloupi had no trouble winning the first 125cc Pro moto. His only real threat came from his Moto-X-Fox teammate Wosick. But the second moto was a different story. Wosick led through several laps early in the race but Cantaloupi drove hard and recaptured the first position only to lose it seconds later to a persistent Wosick. Third place Brian Coulson (Suz) was well back, with Phil Crane (Suz), Mel Sample (Suz) and Cloyse Holland (Suz) right on his tail. Wosick and Cantaloupi continued to battle it out with Cantaloupi finally moving in front. Wosick continued to hound Cantaloupi, but by the white flag Donnie had opened up a four-second lead.

An awesome 41 Pros lined up at the starting gate in 250cc action. Oakland's Chris Grower (Hon) grabbed the holeshot, but midway through the first lap Cantaloupi moved into the lead. By the fourth lap Cantaloupi had opened up a four second lead over Jerome Heiberger (Hon) who had passed Grower earlier to take second. Danny Chandler (Mai) had been moving up swiftly after a terrible start that left him dead last. As the race neared its end Cantaloupi opened up a 10 second margin and Chandler was now in a solid second slot ahead of Heiberger. The positions held to the finish.

Cantaloupi grabbed the second moto holeshot, in spite of some trouble with the starting gate, and then proceeded to outclass everyone, eventually finishing with a 22-second margin over Rance Burgeso (Yam)

who followed Donnie throughout the moto.

Bob Myers (Mai) of Antioch fought hard with a number of challengers to capture the Open Pro win in the first moto. Dave Wood (Yam) and Bill Grossi (Mai) gave Myers his toughest competition, Wood early in the race and Grossi in the second half.

Wosick holeshot the second moto, with Myers and Grossi falling in behind at the end of lap one. Midway through the moto, Myers had some trouble and dropped back to third with Grossi moving into second. Myers held on to this slot for just a short time, dropping back even further as Brian Jodry passed him up. As the moto neared its end, Wosick had a wide margin over second-place Grossi. Jodry was well back in third and Myers had dropped all the way to ninth place. Overall honors went to Wosick, Grossi and Jodry.

Jim Cunningham rode his Suzuki to perfect 1-1 finishes in both the 125 and 250cc Intermediate classes. In Powder Puff competition, Sacramento's Marcy Lewis had no problem with her challengers, riding her Suzuki to two wire-to-wire finishes. Other riders scoring perfect 1-1 finishes for the day were Wayne Snow (250cc Jr.), Scott Rice (Open Int.), Dave Carlson (Open Jr.), Kurt Iselin (100cc Jr.), John Frampton (100cc Int.), Bill McClinton (O.T. Ex.), Bob Collins (Vet Int.), Bob Mars (Vet. Jr.), Tallon Vohland (50cc Jr.), Bobby Moore (50cc Ex.) and Allen Silhanek (80cc Int.).

Results

50cc JR: 1. Tallon Vohland (Suz); 2. Steve McCrary (Suz); 3. Anthony Rose (Hon).
50cc INT: 1. Bobby Moore (Suz); 2. Mike Young, Jr. (Suz).
80cc JR: 1. John O'Neal (Yam); 2. Don Barnhart (Yam); 3. Fred Genung (Suz).
80cc INT: 1. Allen Silhanek (Suz); 2. David Parkening (Suz); 3. Troy Joyce.
80cc EX: 1. Tyson Vohland (Yam); 2. Greg Vhalos (Yam).
POWDER PUFF: 1. Marcy Lewis (Suz); 2. Donna McGlothlin (Suz); 3. Debra Jamerson (Suz).
POWDER PUFF INT: 1. Linda Shatka (Yam).
100cc JR: 1. Kurt Iselin (Yam); 2. Richard Strunk (Yam); 3. Stewart Perry (Yam).
VET JR: 1. Bob Mars (Mail); 2. Allen Bray (Mail); 3. Merrill Ramper (KTM).
VET INT: 1. Bob Collins (Mail); 2. Earl Rempfer (KTM); 3. Bill Wellman (Yam).
VET EX: 1. Steve Machado (Yam).
O.T. JR: 1. Don McKenzie (Bul); 2. Wes Bradwell (Mail); 3. Bill Lauders (Bul).
O.T. INT: 1. Bob Porter (Hus); 2. Billy Hilton (Hus); 3. Gene Hrobsky (Hus).
O.T. EX: 1. Bill McClinton (Yam); 2. Gary Arnold (Yam); 3. Bill Verbiscio (Yam).
125 JR DIV 1: 1. Mitch Miller (Suz); 2. Ken Cummins (Yam); 3. Ricky Gaardner (Suz).
125 JR DIV 2: 1. Rick Lane (Suz); 2. Chris Ladd (Suz); 3. Russ Blevins (Suz).
125 INT: 1. Jim Cunningham (Yam); 2. Mike Beier (Suz); 3. Robert Presley (Suz).



It looks like these guys worked hard for the gold at S.I.R.

125 EX: 1. Donnie Cantaloupi (Yam); 2. Larry Wosick (Yam); 3. Phil Crane (Suz).
 250 JR DIV 1: 1. Wayne Snow (Suz); 2. Paul Swinney (Hon); 3. Greg Nash (Mai).
 250 JR DIV 2: 1. Tony Osborn (Yam); 2. Louie Russo (Hon); 3. Mike Sotero (Suz).
 250 INT: 1. Jim Cunningham (Suz); 2. Scott Perry (Mai); 3. Chris Gellutay (Hus).
 250 EX: 1. Donnie Cantaloupi (Yam); 2. Danny Chandler (Mai); 3. Bob Myers (Mai).
 OPEN JR: 1. Dave Carlson (Mai); 2. Ed Miltimore (Suz); 3. Grant Higginbotham (Mai).
 OPEN INT: 1. Scott Rice (Yam); 2. Jim Robertson; 3. Jube Agbulos (Yam).
 OPEN EX: 1. Larry Wosick (Yam); 2. Bill Grossi (Mai); 3. Brian Jodry (Mai).

Can anyone match Jacobson at S.I.R.?

By Sue Sykes

KENT, WA, OCT. 22

Patrick "Ace" Jacobson once again hauled away half the \$1000 Pro bucks that Highland Honda of Tacoma had posted for the day. Each moto was just another tally on the hero's 'ol tank. The mighty nice payback, largest in the northwest in fact, had the Pro races jammed from one end of the Petty gate to the other.

In the second 125cc moto Phil Larson (Suz) out of Cliff's Cycle Center, Bremerton, jumped in front for an impressive start. Jacobson took over on lap three but Phil held up for a 3-2 and second overall.

Jacobson got the gate in the 250cc round and was pushed by Bill Joyce (Suz) until a chain problem put Bill out in lap four. Round two was a Bill Joyce-Pat Jacobson duel but only after Jim Anderson cooked quickest on the start and set the pace for a lap.

Open honors were awarded to "Fast" Pat (Suz) with wins in both motos. Team Totem's Bruce Hill (Hus) making an impressive showing, shot out in front in moto one, held it on and took control for three-quarters of the moto. Young Eric Eaton (Mai) got a good second start moto but Jacobson was leading by the end of the first lap.

Mini Junior Flipper Jewell (Yam) wiped out on a jump during practice and spent the next week in the hospital after the good doctor used three pins to put his little ankle back together. Take time to send a card 'cause Flip will be out of racing for about six months. 7029 40th West, Tacoma, WA 98466.

Results

PEE WEE JR: 1. Aaron Davis (Hon); 2. Tavius Thompson (Hon); 3. Joel Mourer (Suz).
 PEE WEE EX: 1. Jeff Munson (Suz); 2. Larry Ward (Mai); 3. Brad Jeffery (Mai).

MINI JR: 1. Jeff Chapman (Yam); 2. Geoff Seger (Suz); 3. Peter Treadwell (Suz).
 MINI INT: 1. C. Trent Mourer (Suz); 2. Gary Cormwell (Suz); 3. Scott Grimm (Yam).
 MINI EX: 1. Chad Jeffery (Yam); 2. Don Gores (Suz); 3. Keith Fox (Yam).
 100 JR: 1. Rick Ring (Yam); 2. Dale Peterson (Suz); 3. Chris Ratigan (Suz).
 100 INT: 1. Roger Kenny (Suz); 2. Stan Lund (Suz); 3. Harold Geesey (Yam).
 125 JR: 1. Kurt Grinnell (Suz); 2. Dennis Mallon (Suz); 3. Marc Hudson (Suz).
 125 INT: 1. Kevin Logsdon (Suz); 2. Mark Albright (Suz); 3. Scott Burdine (Suz).
 125 PRO: 1. Pat Jacobson (Suz); 2. Phil Larson (Suz); 3. Jim Anderson (Suz).
 250 JR: 1. Rod Mickelson (Yam); 2. Dean Johnson (Suz); 3. Pat Moody (Suz).
 250 INT: 1. Kevin Wester (Yam); 2. John Svensson (Mai); 3. Dana Kuchan (Yam).
 250 PRO: 1. Pat Jacobson (Suz); 2. Rick Weidman (Hon); 3. Phil Larson (Suz).
 OPEN JR: 1. Robert Hett (Suz); 2. Gary Wozow (Suz); 3. Jim Irwin (Yam).
 OPEN INT: 1. Mark Gabouer (Mai); 2. Kevin Parker (Mai); 3. Mike Mohrbacher (Hus).
 OPEN PRO: 1. Pat Jacobson (Suz); 2. Bruce Hill (Hus); 3. Ted Johnson (Suz).
 125 EX: 1. Tim Davis (Suz); 2. Jeff Moore (Suz); 3. Danny Diesso (Suz).
 250 EX: 1. Ed Gellenbeck (Yam); 2. Mark Stevens (Suz).
 OPEN EX: 1. Steve Dahlstrom (Suz); 2. Mike Felt (Yam).
 OVER THE HILL: 1. Bob Harrison (Mai); 2. Richard Kelley (Mai); 3. Dave Davis (Hon).
 OLD TIMERS: 1. Rod Collins (C-A); 2. Val VanLeuven (Suz); 3. Ron Phillips (Suz).

Delacy and Thompson close down Orland

By W. H. Spencer

ORLAND, CA, OCT. 22

Glenn County Fairgrounds closed out the 1978 season on a favorable note and put the Red Bluff MC on the map along with a chance for a longer 1979 season. Rick Delacy bested the combined 360/500cc Expert show while Brian Thompson came off a four week rest to win the 250cc Expert main.

Frank Word, Jr. led off the 250cc Expert show with little Bob Cunningham in tow and Thompson on the Hayward Yamaha rebuild dragging the crowd along. Down the back straight, Cunningham rode his ex-Eric Engenright around the class "C" Expert's Suzuki and he, along with Thompson, disappeared from the bunch. As they entered the first turn on the second lap Thompson set up the 16-year-old kid riding out of the Team Cancilla stables and made a pass that only lasted until the next turn. These two were really going to put on a show! Cunningham got underneath Thompson in the next corner but let it go as they exited and tried hard but not successfully to gain

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#1 500cc Class, TAPANI PIKKARAINEN (FOX AIRSHOX)

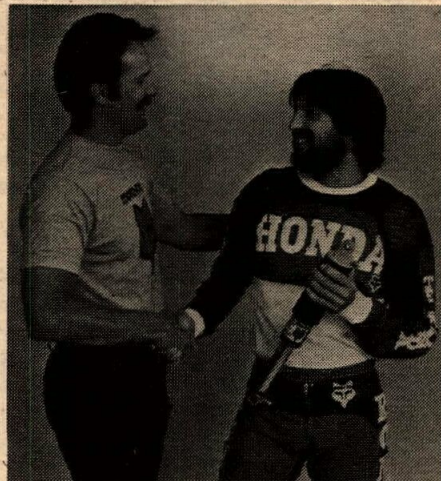
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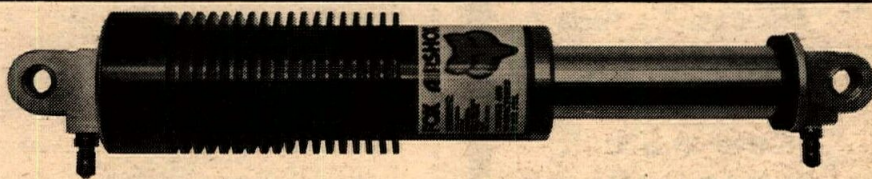
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NORTHERN DATELINE



Doug Chandler — mini king of the Monterey short track.



Brian Thompson (2) steers the 250 Ex. pack into an Orland lefty.

enough drive to get under as they went for the next turn. Down the back straight on the next lap, little Bobby pulled out all stops and went for the pass again. He nearly had it when the old style Yamaha seized and he coasted into the pits with a nuts on his lips along with a crafty smile. Thompson coasted on to the biggest win of the day.

Roger Slack seemed heir apparent once again with a good 360/500cc Expert heat race—holding off Rick Delacy and the Yamaha World/Gary Conterno Special. Slack appeared to have ignition troubles in the next race and it wouldn't fire until after the green appeared. Delacy flew to the front for an easy win although Kirk King stuck with him all the way on the Berkeley Yamaha TT 500 but couldn't close the gap.

Billy Scott doubled up, taking both 250cc and 500cc Junior mains with lots of style. He should be a good choice for the Expert ranks come next year. Larry Krusemann grabbed second in the 250cc class after having won his heat for the second straight time and Monty Latif was the only rider who

could stay with Scott's S & K Yamaha in the 500cc ranks taking second on the KR monoshock.

Chris Carr took the 80cc Expert win with Walt Bevins tops in the Junior portion; Todd Willaman took the 100cc Novice and Tim Rahn the 80cc Novice in a combined show.

Barry Pelky won the 125cc Novice over Sonora's Mike Bird and big brother Mark Willaman took the Expert portion of the 125cc Jr/Ex combined with Larry Barkhouse over Pete Murray in the Junior set. Willaman and Pelky among others come from deep in Oregon to ride this track.

In the big bike exhibition Dean Cleeton, a road racer, won the Sportsman show over Concord Yamaha's Jerry Brandt while John Winciwicz brought out the overpowering XR-750 H-D to a no contest Semi-Pro show.

For a final touch, the organizers decided to have a king of the track race at the end of the day and came up with 14 odd varieties. Delacy eased into the first corner and held it for six laps but his soft compound Goodyear wasn't up to the tough stuff. Winciwicz

and Inderbitzen made passes but Inderbitzen was the only one able to hook up any traction at all. At the end even Winciwicz shut off as Delacy caught him at the checkered along with Ron Arlt in a long but healthy day of racing.

Results

80 JR: Walt Bevins (Yam).
80 EX: Chris Carr (Yam).
80-100 NOV: 1. Todd Willaman (Suz); 2. Tim Rahn (Yam).
100 EX: 1. Larry Staggs (Yam); 2. Dour Droman (Yam).
125 NOV: 1. Barry Pelky (C-A); 2. Mike Bird (Yam).
125 JR/EX: 1. Mark Willaman (Suz); 2. Larry Barkhouse (Yam); 3. Pete Murray (Yam).
250 NOV: 1. Scott Dickerson (Kaw); 2. Steve Nunes (Yam); 3. Mark Covert (KTM).
250 JR: 1. Billy Scott (Yam); 2. Larry Krusemann (Yam); 3. Rick Dermody (Yam).
250 EX: 1. Brian Thompson (Yam); 2. Frank Word (Suz); 3. Dave Ryan (Yam).
260/500 NOV: Jim Munjarz (Yam).
360 JR: 1. Mike Galbraith (Yam); 2. John Heemsberger (Hon); 3. John Guy (Bul).
360 EX: 1. Rick Delacy (Yam); 2. Chuck Gondala (Yam).
500 EX: 1. Kirk King (Yam); 2. Rick Almeida (Yam).
500 JR: 1. Billy Scott (Yam); 2. Monty Latif (Yam).
750 SPORTSMAN EXHIBITION: 1. Dean Cleeton (Yam); 2. Jerry Brandt (Yam).
750 SEMI-PRO: 1. John Winciwicz (H-D); 2. Mike Inderbitzen (Yam); 3. Rick Delacy (Yam).

Chandler/Day/Spencer maintain at Monterey

By W. H. Spencer

MONTEREY, CA, OCT. 21

Doug Chandler, AMA National Short Track Champion in four classes, continues to dominate the mini-bike classes in D-36. He's a cinch for his third straight year as the number one Black Plate with yet two more wins in the mini short track at the Monterey County Fairgrounds. Keith Day and Rod Spencer continued their battle royale in the 250cc Expert class and Keith was the easy winner in the 500cc Expert.

Chad Felicio put together a good main event ride to win the 125cc Novice class over Don Copeland while Tony Holdscaw held on for the only 125cc Junior trophy. Jim Willis took his Can-Am to the 250cc Novice win over Roger Hazen and Ricky Cremona for the only real upset of the night while Roger Burditt beat out Ron Silva, Ron Murphy and Danny Moore in a free for all 250cc Junior main.

Three big heats of 250cc Experts made for interesting campaigns to the main with Gary Johnson and Fred Bennett eventually leading the pack into the first turn of the 12 lap main. It was the Johnson versus Bennett for half a lap until Rod Spencer and Keith Day dialed past the whole pack in one fell swoop. Spencer, on the ND sparked Martin Cycle Ossa, had extra incentive in the grandstand with Steve Eklund rooting him on and he went for the win in grand style.

Gerald Spencer, one of the guys that got Steve Eklund into racing, matched off with Jack Kline in the 500cc Junior for a win by inches. Keith Day and the day-glow green TT 500 took the 500cc Expert win with Bill Calicura joining in to conclude the affair.

Results

PEE-WEE: 1. Billy Tetrick (Suz); 2. Billy Campbell (Suz).
60 NOV: 1. Tony Mitchell (Yam); 2. Vince Adramella (Hon).
60 JR-EX: 1. Kurt Chandler (I-J); 2. Jason Morrison (Suz).
80 NOV: 1. Benny Scardino (Yam); 2. Ricky Diaz (Yam); 3. Phil Priddy (Yam).
80 JR: 1. Jeff Kline (Yam); 2. Craig Johnson (Suz); 3. Tom Carriger (Yam).
80 EX: 1. Doug Chandler (Yam); 2. Kurt Chandler (Yam); 3. Aaron Hill (Yam).
100 JR: Todd Stewart (Yam).
100 EX: 1. Doug Chandler (Yam); 2. Chris Carr (Yam).
125 NOV: 1. Chad Felicio (Kaw); 2. Don Copeland (Yam).
125 JR: Tony Holdscaw (Yam).
250 NOV: 1. Jim Willis (C-A); 2. Roger Hazen (Yam);



J. Haroutunian led the second 250 Pro moto wire-to-wire at Lemoore.

3. Ricky Cremona (Yam).
250 JR: 1. Roger Burditt (Yam); 2. Ron Wilva (Yam);
3. Ron Murphy (Yam).
250 EX: 1. Rod Spencer (Oss); 2. Keith Day (Kaw); 3.
Gary Johnson (Suz).
360 NOV: Ron Yetter (Bull).
360 EX: Geoff Lowe (Yam).
500 NOV: 1. Phil Meyenberg (Yam); 2. Jon Teraji
(BSA).
500 JR: 1. Gerald Spencer (Yam); 2. Jack Kline
(Yam).
500 EX: 1. Keith Day (Yam); 2. Bill Calicura (Yam).

Harper hot at AME Manufacturers Series Race No. 1

By Linzy Sargent
Photo by Stuart Lirette

LEMOORE, CA, OCT. 15

Will Harper (Cole Bros. Mai) was the man to beat at Lemoore this weekend, scoring an overall win in the Open class and almost taking the 250cc Pro class. From the start of the first Open moto, it was clear that Harper would be the winner as he commanded the race from start to finish. Sherman Schneller (Santa Maria Suz) did all he could to keep close to Harper, but was never much of a challenge.

Harper took the next holeshot and Schneller again was second, but this time he lost even more ground to Harper. The overall went to Harper with the perfect score and second to Schneller.

Jay Haroutunian (Sumner's Suzuki of Fresno), the first 250cc Pro off the line came flying out of turn one, only to find a red-flagged restart. Luck was with Harper — victim to a first turn pile-up. He took advantage of the restart, making sure he made it through turn one, and took the lead. Tracy Oswell (Cole Bros. Suz) was in hot pursuit, followed by Mike Wickersham (Mai) and Jay Haroutunian who lost control on a fast straight trying to pass the duo for second. Harper continued to stretch his lead over Oswell as Tim Locey (DG Performance-Yam), putting on a hard charge from the rear of the pack,

caught and passed Wickersham for third. Harper smoked home with an easy win.

Moto two changed the pace as Jay Haroutunian led through turn one with Harper glued to his rear fender. Harper, determined to keep it a perfect day, gave chase as if he were possessed and the two quickly pulled away from the pack. After spending most of the first moto getting warmed up, Haroutunian was ready to pull out the stops to win this one. He pulled off a slight five second lead and seemed to be taking control of the moto, then, coming over a fast left hand jump, he lost it for the third time of the day. Harper quickly took advantage but his lead was short lived as the coil fell from his Maico bringing him to an abrupt halt. Haroutunian recovered, took the lead and held it to the finish. Tim Locey took over second after Harper's DNF, but was never a challenge to Haroutunian. Overall went to Locey with a 3-2 score, Tracy Oswell ended up second with a 2-4 and third went to Jay Haroutunian with a 6-1.

Randy Johnston (Suz) holeshot the lead of the first 125cc Pro moto followed by John Nelson (Hanford Suz) and Kevin Phillips. Nelson quickly disposed of Johnston to set the lead pace which was never matched. Phillips (Yam) was really putting on a hard charge to catch Nelson but he crashed and ended up with a possible broken collarbone. Second was then in the hands of Evan Marcus (Yam). Meanwhile, Tim Locey was pulling up through the pack turning the fastest lap times of the moto. It wasn't good enough though as he ended up third behind Marcus and Nelson took the easy win.

Moto two was a race of a different color as Locey came on strong, breathing down Nelson's back for the lead. On lap three, Locey took command and won the moto with ease. Nelson stayed in second with a comfortable lead over Marcus and was assured the overall for the day. Second went to Tim Locey and third to Evan Marcus with a 2-3 day.

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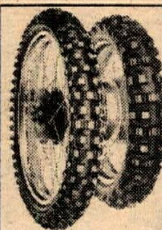
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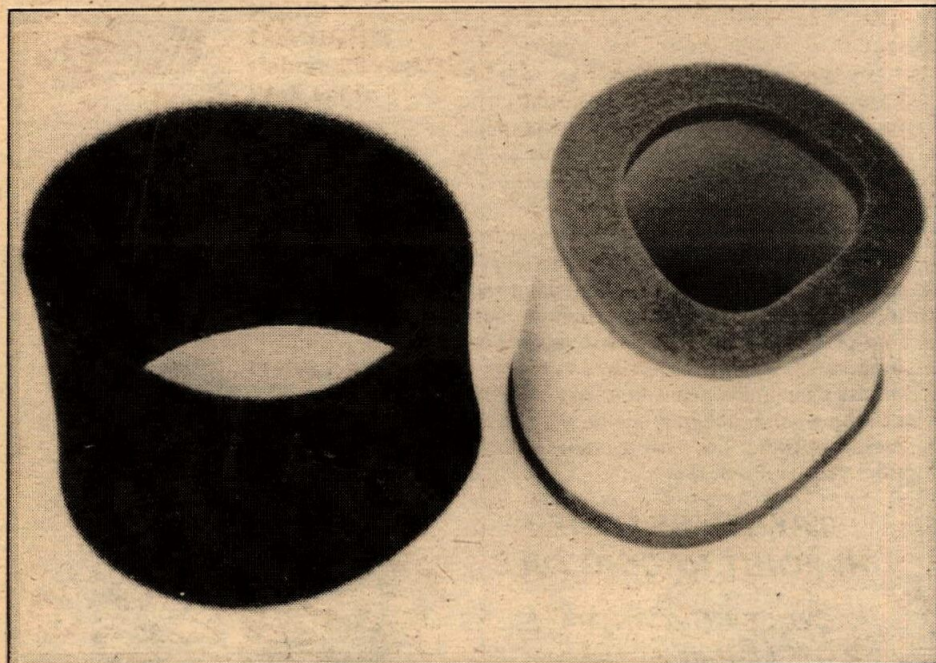
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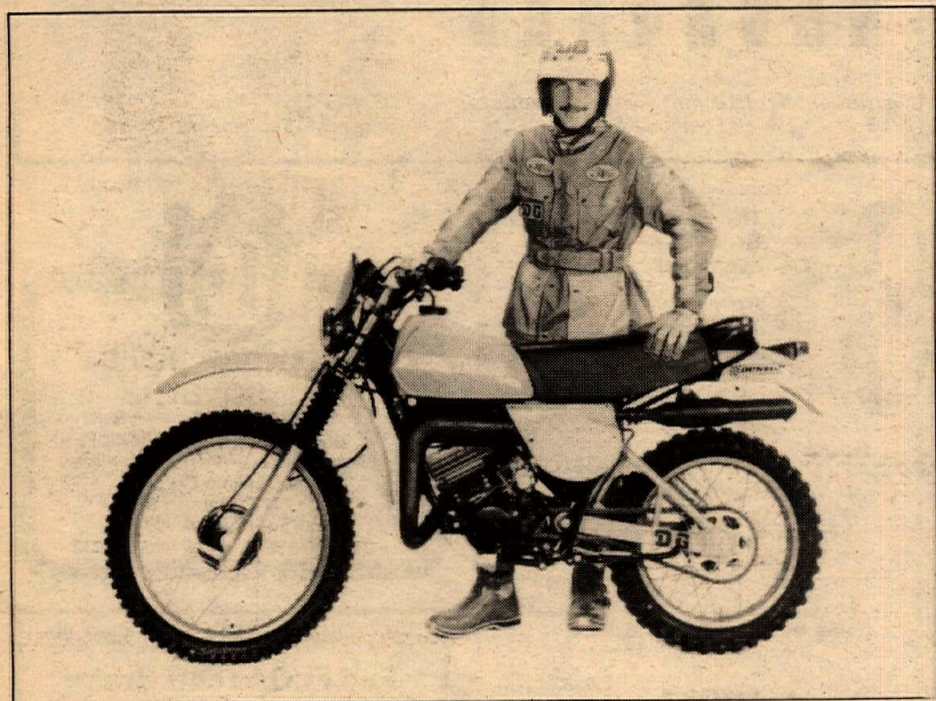
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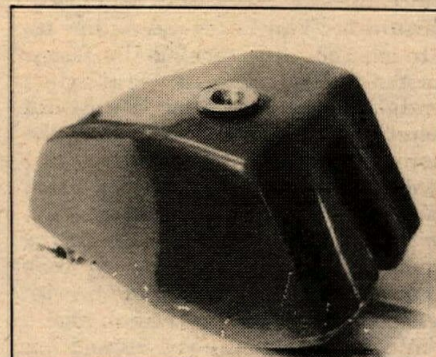


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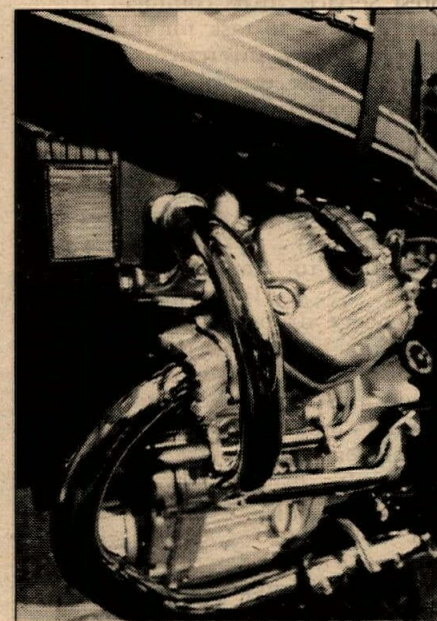


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The Sheridan Papers

Bad-mouthing ORVs in print can be profitable especially if government foots the bill

By Lane Campbell

In a \$500,000,000,000 budget, it's less than a drop in the proverbial bucket; you should know that \$6,500 of the taxpayer's money has been spent for an anti-ORV "editorial," thickly disguised as a government report. The report in question (questionable report?) is titled *Off Road Vehicles on Public Land*, and was written by one David Sheridan under contract for the Council on Environmental Quality. (Yes, that's the same group whose leaky directives stirred the furor over Carter's environmental message.)

Drafted in August, 1978, the Sheridan report may never see print in its original form. It is so blatantly one-sided that environmentalists and government land managers alike are leaning on CEQ to suppress it, lest it do irreparable harm to the preservationist cause. The council has sent it back to the author for a major edit, according to Motorcycle Industry Council's Executive Report. Publication could be delayed until after Christmas.

The Bureau of Land Management, in a comment letter to CEQ, took page-by-page exception to 16 deficiencies, ranging from logical inconsistency to omission of data to outright misrepresentation. The U.S. Forest Service, in its comment letter, took Sheridan to task for misleading the reader by inference, and for failure to note extensive USFS noise research undertaken at San Dimas.

For openers, the report begins with the marginally memorable lines: "It began, oddly enough, in a bomb-shattered section of Hamamatsu, Japan, in 1947..." Yes, in the Gospel according to Sheridan, Soichiro Honda, "...a 41-year-old mechanic and college dropout," started it all. Would you believe that in 1960, a 50cc Honda "dream" machine, unlike its heavier British, American and German counterparts, was light and durable enough to take over rough terrain? It's in the book. All those ISDT Zundapps, Enfield/Indians, BSA Gold Stars — not to mention hordes of vintage desert sleds — they musta' been figments of somebody's imagination.

Even the BLM knew of motorcycle races in the California desert prior to 1910. Sheridan didn't. The man's general ignorance of motorized vehicles, particularly motorcycles, would be excusable had he not been paid a large sum of money to become knowledgeable. And to add insult to injury, he spells motocross "motorcross!"

Here's another. According to Sheridan, the average accelerating auto makes 84 dbA at 50 feet. That's interesting, in light of the fact that the Environmental Protection Agency

proposes to limit the accelerating motorcycle to 80 dbA or less at that distance. Wonder if EPA has had a chance to comment?

Enough lint-picking. Let's go for the hard-core stuff. Sheridan's major points are as follows: ORV riding is consumptive, destructive and inconsiderate; while hiking and cross-country skiing are contemplative, appreciative and aesthetic in nature. Off-road vehicles destroy land. ORVs impair everyone else's nature "experience." Federal land managers have failed to control the ORV menace; therefore they should now get tough.

In chapter after chapter, point by point, the report attempts to systematically discredit ORV users as a group. It's long been customary to portray dirt bikers as mostly blue-collar Middle American people. (In fact, the motorcycle industry bases most of its market forecasts on this premise.) Not so, says the Sheridan report. The author cites a survey taken in Idaho that shows ORV people to be part of the affluent society, although less educated than the lordly hiker (who is more likely to be poor). In other words, Sheridan is trying desperately to politically isolate the ORV; to transfer the same stigma of elitism that has been applied to environmentalists.

Of course, as BLM and USFS have already pointed out, Sheridan is a bit — er — selective in the data he chooses to back his arguments. For instance he chose to ignore a recent survey from Washington State that shows bikers less likely to believe in radical political change than non-riders (The 1978 Washington Offroad Recreation Poll), or an earlier study from Los Padres Nat'l. Forest that shows bikers to be a diversified cross-section of Americana.

A.E. Kier Nash, Gary Nicholes and other researchers have said that off-road bikers are largely appreciative of the outdoors; and that they use their bikes as transportation in pursuit of many non-riding activities. According to the Sheridan report, however, we are bothersome, consumptive, destructive, vandals, lawless and "incompatible with the quality of outdoor experience being sought by a majority of Americans."

Even if we were good guys, he continues, we would still be unwelcome. "St. Francis of Assisi himself" on an ORV could not help but diminish the "recreational experience" of non-ORVers, says Sheridan.

As Sheridan paints his pictures of havoc in the open spaces, there is much that long-time readers of *Cycle News* would recognize. (He even managed to dredge up the blunt-nosed leopard lizard again.) There are pages about Dove Springs, Ballinger Canyon, Hollister Hills, Hungry Valley, Chabot, the Panoche Hills — all "disaster sites" in environmentalist lexicon.

The Phantom Duck even rated a page and a half. This unwelcome attention may partly explain why this year BLM enforcers have decided to notice the Duck and his unorganized Barstow-to-Vegas Trail Ride.

In example after example, Sheridan tries to build a case. ORVs alter the land, its vegetation, its wildlife; therefore ORVs are destroying it. A motorcycle affects land at a rate of one acre for every mile of travel; so, by Sheridan's reasoning, we've destroyed over a million acres of California desert. According to one study quoted in the report, we can't even ride in desert washes without doing damage.

Where, then, does Sheridan recommend we ride? In a lengthy discussion of policy (in which the author chastises Federal agencies for

leaving so much land open), Sheridan recommends that we be confined to "sacrifice areas" — places so over-ridden that the environmentalists have already written them off — and charged for the privilege. The author proposes ORVers and/or their equipment be federally taxed, either by IRS or by the federal land-management agencies. The money would be used for outright purchase of ORV land, shared-development with states, development of trail-head facilities, and, lastly, "rehabilitation" of ORV-damaged land.

That last one bears some elaboration, which the author happily volunteered to do. You see, to Sheridan, rehabilitation means the same thing for ORVs as strip mines — restoration of the land to its prior condition, and hang the cost. (Oh, yeah, Sheridan also said we could ride in abandoned strip mines.) The cost? Sheridan estimates it at \$2,000 to \$6,000 an acre.

Let that sink in a minute. Yeah, even in California, there are acreages of fallow land available for \$500 to \$1500 an acre. Little known fact: the BLM will sell land for \$2 an acre to any recognized local government agency for recreational development. Either way, at these prices, it would be cheaper for ORVers to buy land outright and do with it as they please rather than submit to a taxation/rehabilitation scheme such as Sheridan proposes.

Yet propose it he will, even if all the other blatantly negative aspects of his report are edited out. Sheridan's environmental-science cronies love the report, since it calls for enough sophisticated study to keep them all in federally-funded jobs. And even the federal agencies who criticized the bult of the report called the policy recommendations "interesting."

It fits a pattern. First we are bombarded with a blitz of carefully-selected data to convince us that we are not welcome or wanted anywhere we ride. We're accused of becoming a powerful and vociferous pressure group that has "co-opted" government agencies (when in fact nearly every agency is heavily infiltrated with preservationist staffers) and that the majority of Americans are against us. Then we're told that, as a peace offering of sorts (after all, there are several million of us), we can use "sacrifice areas" to ride in, if we'll foot the bill. But the proposal is offered underground rules that allow any ORV-tax refund thus generated to be easily gutted, siphoning off money until there's none left for site acquisition. Remember? They tried that in California, but we caught them at it just in time.

For this report and its accompanying proposals, Sheridan was paid \$6,500 out of a CEQ contract with a \$10,000 pot limit. This much was learned by the AMA's Government Relations Dept. through the provisions of the Freedom of Information Act. You see, that's what David Sheridan does for a living. He's a contract writer who makes a business out of writing government reports. He also manages to milk the possible spin-off pretty well. He sold Smithsonian Magazine an article (published in the September issue) which made the same points and quoted many of the same sources as the CEQ report. Only the style of delivery was changed to protect the contract.

In this supposedly free society, we have discovered a world of opportunity for petty demagogues. Through the miracle of government contracting, it is now possible to campaign to limit others' freedom — not just for ideology's sake — but for profit.

Neat, huh?

It's Easy!

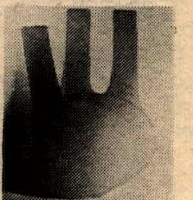
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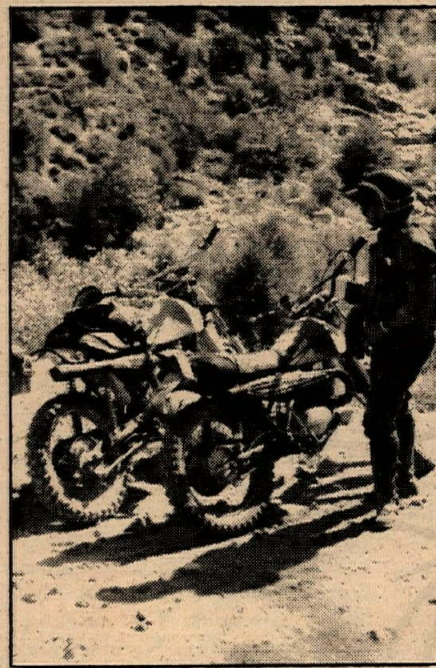
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November 15, 1978 CYCLE NEWS



Ride the Sespe

By Donald E. L. Betsworth
Photos by Donald W. Betsworth

Sespe Creek — the hot springs. Most riders have heard of them, but strangely not many take the time to go and have a look. Many bikers only hit the desert, some stick to Gorman, but wherever you ride try the Sespe at least once.

To some it will be "bitchin," to others "a big zero," but it will be different. The first ride to the Sespe my son and I made, well I guess the best way to express it would be to use famous outlaw Cole Younger's favorite phrase, "It's a wonderment."

Sespe is an area that has a lot going for it, and probably contains something to whet every rider's appetite. You can view scenery — it's best in the spring and occasionally, if you're lucky, a large California Condor, or fish for trout, and for many, girl watching. We all know what trout and girls look like, but to see a condor is a special treat. The condor is a rare and illusive bird. It's America's largest; some weigh 20 pounds and have a nine-foot wingspan. There are about 80 in the Sespe Condor Sanctuary and are heavily protected.

It wasn't until last year when a friend of mine took his new bike on a shakedown ride did I learn what a super trip it could be. In telling me of his ride, the trout, and especially the

bare-breasted sweetie swimming in a warm water pool, my interest in the area really perked up. So based on this set of facts, I thought for at least 30 seconds and decided at the first opportunity, I and my riding partner, who is my photographer and number one son, would make the ride.

The day we selected was the best riding day in weeks. Short sleeve weather, large billowy clouds, and just a tad of a breeze. This ride turned out to be quite a day. We ran into some *super* scenery. We had reached the hot springs, then went up the canyon to the end of the road. Then working our way back we noticed several scooters parked at the old makeshift sauna bath. We motored over to inquire how it was and to take a break. I thought the bath contained only bikers, so I got off the old TS and popped the lid on the thermos of coffee. Just as I took a sip I got a very pleasant surprise. Out stepped a young, very pretty, well put together gal, totally in the buff and also very friendly. She walked over to us like we were "kissing cousins." We talked with her for about 10 minutes about bikes, the route we had used.

Then she left, walking down the road just free as a bird.

I remarked to my partner that she was one of the few girls I'd seen that had a tan every place but the bottom of her feet. I nicknamed her "Golden Girl," due to her tan and being a true blonde. All over. Later I asked my son who was 16 at the time, what he thought of "Golden Girl," and he replied, "Well, she wasn't the least bit shy."

This lovely canyon with its meandering stream can be a killer. Several years ago during a heavy storm the creek became a raging torrent and many people were trapped in the lower canyon by high water. A group of boys with an adult leader tried to get out on a large diesel tractor. Several were washed off and drowned when it stalled in the creek. Just this year many were airlifted out by helicopter after a heavy thunderstorm.

This pretty and playful creek can be tricky to cross even when the water is low. I know several riders, and I am one of them, who have done "laugh-in" type getoffs in some of the crossings. You know the kind: two miles per hour, a slippery rock, and splash. You're sitting in the creek with a back pocket full of water and your scooter is laying on its side sucking up the stuff like a camel after an eight day walk in the desert.

To find the start of this excellent ride, drive to the pretty little town of Ojai. Get on Highway 33 and head north. From the intersection of 150 and 33 it's 15 miles of narrow, winding but good road to the Rose Valley

turnoff. Watch for the sign because it's small and easy to overshoot. Turn and start down the canyon, in three miles you will pass the USFS helicopter base. Continue another three miles on the paved but bumpy road to Lion Campground. Park on the south or right side of the road. This side is free while the other is the actual campground and you must pay even to park.

Park your rig, off load your scooters and start riding. This was our second trip, the first as I mentioned was perfect weather; this time it was over 90°, dry and dusty as hell. Starting at Lion Camp we turned east and followed the creek down the canyon. At 4.6 miles the first obstacle pops up. The USFS has cut "tank traps" across the road. This keeps all but the hearty, good, or "damn the torpedo" drivers and riders from going any further. There is no other way but over, so gas it and go. Last year the "traps" were just big whoop-de-dooos and the road smooth. But this time they have deteriorated badly and some four wheel drive units were trying and just gave up. My partner, in going over the last de-doo, gassed it a tad too much and did a wheelie right over the top and landed three-quarters of the way down the other side. Fortunately it was right side up and on two wheels.

Continue downstream and at 9.4 miles the road disappears into the rocky riverbed. The road on the other side is hard to spot, so look sharp, it's over there. All of the crossings this time were dry, but next time don't count on it. Push on (for a scooter rider that's a poor choice of words) and at approximately 14.2 miles the top of a rise is reached. Take a sharp left — the right fork dead ends in about a half mile and the narrow trail straight ahead is impossible after a hundred yards. The road used to continue for another few miles into the lower canyon but it washed out during the 1969 flood. After the left turn the road soon becomes a stream bed with water, this is the stream coming down Hot Springs Canyon. Stay in the water and shortly the road reappears. At about 15 miles, a rocky set of steps will slow you down. Plonk up the steps, then go right and with 15.7 on the speedo, you are at the hot springs. The warm pools are here and the sauna is up the canyon aways. If you are curious like me, be careful when you touch the water coming out of the hill, it's blistering hot.

For rock and ridge riders the Johnson Trail ends here, it comes down from Mutau Flats. Its end (or start) is just to the left of the rocky steps you just came over. We met two riders who had just come down, and they looked mighty tired and dusty. They had started at Gorman, rode to Piru Creek and followed it to Lockwood Valley. They followed the boulder filled stream to Mutau Flats then on to the Johnson Trail. According to one of the riders it was 26 miles from Gorman. He looked like he'd ridden 126.

There is a campground at the springs, but it is unimproved and thus no facilities. If you can carry basic camping gear, this would be a fine weekend trip. Maybe you'll be lucky and get a look at a "Golden Girl" like we did.

Before you make the long drive, call the Ojai Ranger Station at 805/646-4348. They close the road to everyone sometimes due to high water, snow or high fire hazard periods.

Several maps are very helpful, and the ones I use are: the Los Padres National Forest Map, the Auto Club Map of Ventura County, and the USGS Lion Canyon, Topatopa Mountains, Devils Heart Peak topo maps.



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THE LATEST POOP

BY PAPA WEALEY

(Continued from page 7)

Team Yamaha and a Trans-AMA win of his own.

The Dirt Diggers North M.C. have informed us that all proceeds from their Dec. 3 Lilliputian hare scrambles at Prairie City OHV Park near Sacramento, CA, will be donated to United Cerebral Palsy. We're also told that riders entering the event can deduct riding costs as a charitable contribution. Also, the DDNMC says that there will be 175cc and four-stroke classes in the event.

To help clubs decide **which** riders they're going to send to the Jan. 14 Interclub Motorcycle Olympiad put on by the Dirt Diggers North N.C. at Prairie City OHV Park, the entry deadline has been extended beyond Nov. 1. Send entries, requests for info, etc., to 5517 Helen Way, Sacramento, CA 95822, 916/456-3178.

If you're up in the Goleta/Santa Barbara area on Nov. 11-12, be sure to stop in for the open house at Reg Pridmore Motorcycles, 5718 Hollister Ave., Goleta, CA. In addition to seeing the new BMWs on display and the BMWs that Reg builds, folks who stop by can see the Pridmore's Vetter/Vesco sidecar rig, his Superbike Production Champion Vetter Kawasaki, Cook Neilson's RG500 square four Suzuki road racer, Craig Vetter's streamlined skateboard, and possibly Don Vesco's double-engined Kawasaki streamliner. The hours are Saturday 9 a.m. to 5 p.m. and Sunday, 10 to 2 or 3. Take the Hollister offramp off Hwy. 101 north of Santa Barbara.

Don't forget that after the Coca-Cola Bottler's Motocross Finals at Anaheim Nov. 11, some of the top MXers around will be competing in the Saddleback/DG Day After the Night Before minicycle race at Saddleback Park. The likes of Bob Hannah, Graham Noyce, and Marty Smith plus their mechanics and a press class will be competing. The action gets underway about noon on Sunday, Nov. 12. Call 714/558-1584 for more info.

Desert star Tom Kelly will be out of action for awhile following an accident the day before the Oct. 22 CRC Golden Bear hare and hound. Kelly was struck by another rider and left with several broken bones in his left foot. We wish him a speed recovery.

Wes Cooley was entered in a Castrol-sponsored six-hour endurance race in Australia, Oct. 22 along with an Australian partner on a box-stock Suzuki GS1000. They did not finish; the win went to a local team riding a Yamaha XS11.

"Contrary to the rumors floating around like they always do at this time of the year," said Harley-Davidson racing team honcho Dick O'Brien in a phone conversation from H-D's Milwaukee headquarters, "Harley-Davidson will still be in racing come 1979. The budget has already been worked out and there has been no cut in the

support of Class C racing by AMF. Unless something drastic happens, we'll field a full team. I know who the riders will be," continued O'Brien, "but we (H-D) won't be releasing anything on it until late November. Everybody is just going to wait a little longer for me to tell them what they think they already know."

Morbideilli road racers are now available in the U.S. via the recently appointed importer, Cliff Benson's United Italian Motors, P.O. Box 141, Danville, CA 94526, 415/582-1329. Their 125cc model has a 39 hp rotary valve twin-cylinder powerplant, and their 250cc is reported to have a 14 hp advantage over the new Yamahas! Prices should not prove too scary considering everyone's prices are going up and Morbideilli has managed to hold the line.

A reader passed along the word that somebody is finally taking the land grabbers to task. More specifically, the Mountain States Legal Foundation went to court in Wyoming to test the right of the Secretaries of Interior and Agriculture to deny public access and use of resources on public lands without consent of Congress. Still more specifically, what they're fighting is the Forest Service RARE II wilderness inventory.

British journalist Chris Carter, whose coverage of the Grand Prix road race circuit appears regularly in *Cycle News*, has named his top 20 road racers for 1978. The list, which appeared in a recent issue of England's *Motor Cycle*, is headed by Kenny Roberts with Steve Baker and Skip Aksland the only other Americans listed, in 16th and 20th, respectively. The top 10 after Roberts are Sheene, Ballington, Hartog, Hansford, Cecotto, Katayama, Bonera, Herron, and Luccinelli.

Bill Burgener is the 1978 Colorado Trials Champion for the second year in a row after winning the final event of the season at Christmas Ranch near Beulah, CO. Bill, riding a Bultaco, earned \$1000 for his efforts from the national Bultaco distributor.

Allegations that the British Haynes Publishing Group had been "dumping" their publications on the American market at below cost price have been withdrawn following an investigation by the Treasury Department. The allegations were put in an anti-dumping petition filed against Hayes by Clymer Publications of Los Angeles. Now the Treasury Department has terminated their investigation after deciding that Clymer has failed to establish a reasonable indication of injury under the anti-dumping act. Sales of Clymer Publications had been hit by severe competition from Haynes who claims to hold 25 percent of the U.S. market for workshop manuals.

Ray Hodges, 39, was buried recently in his hometown of Boonville, Indiana. Hodges, a former Marine sergeant, was associated with Long Beach Honda and Kawasaki Motors Corp. in California before returning to Indiana in the 1960's. After racing TT Scrambles in the early 1960's, he turned his interest to engine preparation and in the last two seasons his racing group, Team Hodges Suzuki, accounted for many wins in Midwest cross country races. Hodges is survived by his wife Rita and son Ryan. Condolences may be sent to Mrs. Ray Hodges, Box 176, RR #3, Newburgh, IN, 47630.

CALENDAR

CHAMPIONSHIP EVENTS

AMA Championships

Toyota Supercross
11/11 Anaheim, CA

Trans-AMA
11/5 Sonoma, CA

National Enduro Series

Central Region
11/12 Broken Arrow, OK

Western Region
11/5 Redwood Scrambles
11/12 Reckling Dirt Riders

National Reliability Trials Series

One-Day
11/26 Richmond, CA

Dragbike Drag Racing

11/18, 19 Gainesville, FL

S.C.O.R.E. Off Road Events

1/9-12 Baja, CA

AME Manufacturers Series

11/5 Santa Maria, CA
11/19 Huron, CA
11/26 Fresno, CA
12/3 Bakersfield, CA

Interclub Motorcycle Olympiad

1/14 Sacramento, CA

Got a Championship Event or Series Comin' Up?

We'd like to hear about it, and so would many others. Let us list it for ya in our Calendar's Championship Events section!

EVERY WEEK

Wednesday

TT PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. Every Wednesday night. For info: 714/674-2077, 676-4718.

Thursday

CALIFORNIA

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcw, Corona, CA. H-91 & Buchanan. Races alternate each week between Flat Track/TT and ATC/Odysseys. Flat Track-All classes. 30% trophies, money races. Entry \$4, \$5 money. ATC-All classes. 30% trophies. Entry \$7. Gate \$3. Race 7:30 p.m. 714/689-1913, 735-1705.

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All classes. 100% P.B., 30% trophies. Entry \$7.50, \$13.50 Pr. 503/285-6635.

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Orange County International Rcw, Irvine, CA. All classes. Pro payback, 25% trophies. Entry \$8 all, no gate fee. Gates open 5 pm, race 6, race 7:30. All new track, new lighting, new concessions and restrooms. 714/557-3323, 552, 5511.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% trophies. Post entry only, \$10 Pro, \$7 others. Gates open all day, race 7 pm, race 8. Memb. req'd, med cov. No pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% trophies. Entry \$6. Memb. req'd. med cov. No pit riding. 213/881-5778.

AMA SEMI-PRO NIGHT MX
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. p.b., 30% trophies. Gates open 4 pm, race 6:15, race 7. All r.w. track, water jump. 415/634-3328, 634-1667.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to O'Ham Rd. All classes. 100% Pro p.b., 30% others. Gates open 5 pm, close 6 pm, race 7:30. Entry \$8, \$11 Pro. 408/245-8448, 415/651-2545.

CMC NIGHT MOTOCROSS
Sacramento Rcw, Sacramento, CA. H-50 to Bradshaw Rd. South. All classes + Vets. O.T. 100% p.b. Entry \$8. Gates open 5 pm, race 6, race 7:30. 916/363-2653.

R.A.C.E. MOTOCROSS
Corona Rcw, Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry \$8, \$13 Pro. Race 6 pm, race 7. 206/631-1550.

AMA INDOOR SHORT TRACK
Evergreen Fairgrounds, Monroe, WA. N.E. of Seattle. Mini thru 360 A & B classes. Trophies. Entry \$5. Shoreline Lions Club, Bob Henry, 1105-180 St. S.W., Lynnwood, WA 98036. 206/745-8030.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places, Expert p.b. depending on entries. Race starts 7 p.m., race 8. Entry \$7 Am, \$12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, race 8:30, race 9. Pros race 40 min, others 30 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcw., on Hwy. 74 off at Ellis Ave., 1/4 mi. west side, Perris, CA. Gates open 4 pm, race 6:30. All classes. Beg. thru Ex. 30% brass. 714/960-2501.

AMA SHORT TRACK
Freemont Rcw. H-17 at Durham Rd. All classes. Amateur purse. Entry \$4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy., Oklahoma City, OK. 1/4 mi. S. and 1/2 mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse 30% of gate. Entry \$5. Start 8 pm. Must register 2 weeks in advance. 405/681-7102.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnyvale, CA. 10 mi. East of Riverdale on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsman. Entry \$12 Ex, \$7 Sptsman. Non-members add \$2. Pros ride 2 long motos; Sptsman 3 motos. Membership not required, park open Sat & Sun for prac. Gates open 7 am. Free camping, prac. 8:30, race 9:30 am. 714/635-5840, 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry \$7 Am, \$12 Ex. Race starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcw, Kent, WA. 5 mi. E of Auburn on H-18. All classes. \$1000 purse every week. \$2000 in Amateur prizes. Fall \$10,000 series. Entry \$8 Am, \$13 Pro. 206/631-1550.

November 10

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry \$8 Experts + \$2, \$8 others. Gates open 4 p.m., race 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

November 11

CALIFORNIA

AMERICAN MX FINALS
Anaheim Stadium, Anaheim, CA. Nation's best in final race of 1978 Supercross series. Special Shotgun Showdown race after

final, \$3000 winner take all purse featuring year's supercross race winner only. Gates open 6 p.m., prac \$1.50, 4:30 p.m. First race 8, showdown 11 p.m. Tickets at Ticketron, Mutual, Anaheim box office, Malibu Gran Prix.

OREGON

INDOOR SHORT TRACK

Benton County Fairgrounds, Corvallis, OR. Sptsmn classes Mini Beg thru 500, Pro class 250cc. Entry \$7 Pro, others \$5 first bike, \$4 2nd. Gates open 6 p.m., prac 7, racing 8. Spectators \$3, \$1.50. 503/928-7205, 753-1152.

November 12

CALIFORNIA

MOTORCYCLE RALLY CLUB SUNRISER

Woodley Ave., Park, CA. Located 1/2 mi. N of Burbank Blvd., just W of San Diego Frwy, Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry \$4, \$5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

CMC MOTOCROSS

Carlsbad Rcw, Carlsbad, CA. All classes. Entry Sptsmn. — \$7 mail, \$10 post, Pro — \$12 mail, \$15 post. Gates open 7 a.m., prac. 8, race 9. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race.)

CMC MOTOCROSS

Sacramento Rcw, Sacramento, CA. South on Bradshaw off H-50, left on Jackson, left on Excelsior. All classes, minis, Vet, OT, PP. Huge overall trophies and \$200 to each Pro overall winner. Rider must ride all 4 series races to win overall. Contingencies. Entry \$10 Sptsmn, OT, Vets, \$16 Experts. Gates open 6 a.m., prac 7:30, race 8:30. No name MX 916/682-3838, 381-0760.

DeANZA MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore offramp. All classes. 30% same day trophies, Ex p.b. Entry \$12 Ex, \$7 Sptsmn. Non membs add \$2. Pros ride two long motos, Sptsmn. 3 motos. Park open Sat., Sun. for prac., gates open 7 a.m. Free camping. Prac. 8:30 a.m., race 9:30. 714/653-4558.

AMA SEMI PRO MOTOCROSS

Marysville, CA. Under the E St. Bridge. H-70 to North Beale Rd. over levee, one blk west of Honde. All classes + Vet, OT, PP. Mini. 100% p.b., trophies. Entry \$10 Sptsmn. Prac 7:30 a.m. Free camping. Races start 8:30. D-36 cards required, available at track. 916/695-2727, 695-2088. MX T-shirt to all class winners.

EAST BAY PITS OBSERVED TRIAL

Frank Raines Park, Patterson, CA. H-580 to H-5, Patterson offramp. All classes. Trophies. Entry \$11 12 and under, \$4 PITS membs, \$6 non-membs. Start 10 a.m. O/N camping. 415/582-9211.

ATA TRIALS

Racing World, Trabuco Cyn., CA. All classes and fun bicycle class. Entry \$6 trials, \$1 bicycle. Pionkers 714/897-0671.

CRC MOTOCROSS

Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros 30% trophies to Sptsmn. Entry \$9, \$13 Pro. Gates open 7 a.m., prac 8, race 9:30. CRC memb req'd. 213/830-7519.

AMA MOTOCROSS

Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% P.B., 30% Trophies. Entry \$8, \$15 Experts. Gates open 6:30 a.m., prac. 8:30, race 9. Rt. 2 Box 143c, Brentwood, CA. 415/634-3328, 634-1667.

DG DAY AFTER THE NIGHT BEFORE MINIBIKE RACE & PARTY

Saddleback Park, Orange, CA. Starts at noon. No entry fee, gate entry only. 714/558-1584.

AFM ROAD RACE

Riverside Rcw, Hy 60 E of Riverside, CA, to Day St. Prod., GP, sidecar classes. Gates open 7:30 a.m., prac 9, race 1 p.m. Entry \$20 — \$40. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

ODYSSEY/ATC RACE

Perris Raceway, Perris, CA. Opens at 8:00 a.m. All classes. For info: ORCA, PO Box 1078, Rialto, CA 92376. 714/657-8917, 875-8698.

AME MOTOCROSS

Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit. All classes, plus Over the Hill Gang event. 100% Pro p.b. Entry sptsmn. \$8, Pros \$12. Rider med., concessions, camping. AME, 3292 Ferndale Dr., Santa Maria, CA 93454. 805/937-6171.

HILL CLIMB

DeAnza Cycle Park, 10 mi. E of Riverside, CA on Hwy. 60. Take Theodore off-ramp. Super hill, stock & modified classes. Silencers & kill switches req. Sign up 7-9 a.m. Entry \$6. 714/653-5840 eves, 653-7979 wknds.

AMA HILL CLIMB

Carnegie Cycle Park, Livermore, CA. Last hillclimb of 1978 season. Harrison Hill — never topped in CANCELLED classes, 125-Open. CANCELLED starts at 2 p.m. \$500 + purse p.b. to 5 places. New Beginners class (500cc & under). No cds. req. for Beginners class. Fast gas trophy, fast time of day trophy. \$3-spectators, \$2.50 per bike at gate, \$5 for competition. Bob Baker, 367 S. 23rd St., San Jose, CA. 408/293-6696.

CRC IRON HORSE FAMILY ENDURO

Charles Place, Red Mountain, CA. Two loops approx. 35 mi. each. -16C riders, Minis & Women go one loop. All others go 2 loops. Start 8:00 a.m. CRC pts. Mail entry \$11, post entry \$14, non-memb. add \$2. Mail chk. & 2 SASE to CRC, 21440 Applewood Dr., California City, CA 93505. 714/373-4287.

D-37 HARE SCRAMBLES

Rand Mts., lined 20 mi. N of Four Corners, CA. Start 10 a.m. Entry \$9. All Beg., 100 Nov., 1 loop. For info: Antelope Ramblers MC, 18556 Rayen St., Northridge, CA 91324. 213/886-2742.

AME MOTOCROSS

Tumbleweed Park, Naval Air Station, Lemoore, CA. Take Hwy. 198, 5 mi. W of Lemoore. Mini-Open classes. 30% brass, 100% Pros. Entry \$8 Sptsmn, \$15 Pros. Gate open 6:00 p.m. Nov. 11. Free O/N camping. Jerry Kline, Box 1434, Lemoore, CA 93245. 209/998-7522.

ZAP/CMC SEMI PRO MX

Crown Nine Motorsport Park, Pescadero, CA. All classes except minis. Entry \$10. Pros \$15. \$2 gate fee. 80% p.b. 50% brass to 100cc class. First race of Olympic Medal Series. O/N Camping OK. Gates close 9 p.m. ZAP, P.O. Box 1216, Pacifica, CA 94044. 415/355-4760.

ARIZONA

PHOENIX GRAND PRIX

Phoenix Int'l Raceway, Phoenix, AZ. 4 mi. S. of U.S. 80 on 115th Ave. 100, 125, 250, Open; Beg., Nov., Jr., Ex. classes. Entry \$18. Pavement, MX, mud, desert, water, fun, sand. 8302 E. Camelback, Scottsdale, AZ. 602/956-1514.

CAT AUTUMN LEAVES TRIAL

Dugas Rd. exit off Black Canyon Hwy. 5 mi. from Cordes Junction, Ariz. Entry \$6, CAT & SATA \$4, Jr. Beg. & Beg. \$2. Sign in 8 a.m., start 10 a.m. Excellent camping, muff. & spk. arr. req. Trialmasters: Ron & Suzi Saum. Championship round #4 for Ex. class. For info: 602/992-6168.

NEVADA

AMA HARE SCRAMBLES

Salt Wells, NV. H-80 or 50 to Fallon, NV, lined from Fallon. All classes except PP. Entry \$20. 30% trophies, finisher pins. 702/883-3244.

OREGON

MOTOCROSS

Cross-up Raceway, Bend, OR. Amateur entry \$6, Pros \$10. 100% p.b. to Pros. 503/382-7751.

WASHINGTON

\$10,000 CMC FALL MX SERIES

Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry \$15 Pros; Am. \$8; Pee-Wees \$5; Spectators \$3.50. \$1000 Pro purse each event. \$2000 in end

of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

TEXAS

OAK HILL MOTOCROSS

Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. \$1170 guaranteed purse or 50% of gate in bad weather. Entry Nov, Mini, OT; Int; \$8, Ex. \$10. Rt. 1, Box 71, Alvord, TX 76225. Trophies thru 8 places. 817/427-4771.

November 17

CALIFORNIA

AMA D-36 ROUGH SCRAMBLES

Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry \$8 Experts + \$2, \$8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

Nov. 17-18-19

CALIFORNIA

MOTORCYCLE SHOW

19th Annual Long Beach Show, Long Beach Arena Complex, Long Beach, CA. For information: Exhibit — 213/587-5100. General — 213/588-1934.

November 18

CALIFORNIA

SRA GAMBLERS PARADISE ENDURO

Start & finish at Jean Dry Lake, NV. 75 miles total. All classes welcome. -16c/girls go one loop. 20% trophies, finisher pins. Entry, one loop \$13 mail, two loops \$15 mail, post \$18. 2 SASE to SRA, P.O. Box 1048, Cypress, CA 90630. Start 9 a.m. Saturday. 714/828-1358.

FREE ATA TRIALS SCHOOL

Reche Canyon area, 91 Fwy. past Riverside, CA to Washington St. off-ramp. East to Reche Canyon Rd & right for about 6 1/2 mi. Taught by top ATA Experts. Starts about 10 a.m. Free camping for ATA pt. event next day. For info: 213/790-0813.

OREGON

SHORT TRACK

Yamhill County Fairgrounds, north end of McMinnville, OR. Minis — 250 Pro. 100% Pro p.b., trophies. Entry \$5 Sptsmn, \$7 Pros. For info: 245 N. 99 W, McMinnville, OR 97128. 503/472-2667.

November 19

CALIFORNIA

AME \$2000 PURSE MX

Huron Cycle Park, Huron, CA. All classes. Pro p.b., 30% trophies and contingencies to Sportsmen. Entry \$8, \$10 Sptsmn, \$20, \$25 Pros. Membs. req'd. 213/881-5778.

AMA MOTOCROSS

Freemont Rcw, Freemont, CA. All classes. CANCELLED % Pro/Ex p.b., trophies. Entry \$15 Expert, \$10 other. adm. \$4 riding fee \$2. Gates open 6:30 a.m., prac 8, first race 9. 415/651-2545, 408/733-9545.

AMA MARATHON

Sand Hill Ranch, corner of Camino Diablo and Vasco Rd., Brentwood, CA. All classes (100, 125, 250, Open) run together 2 hrs., scored separately. Gates open 7:30 a.m., sign up 9-9:30, prac 9:30, race 10. Entry \$6 per bike — \$3 rider. 415/634-3328 or 634-1667.

P.I.T.S. OBSERVED TRIAL

Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. \$1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

CRC MOTOCROSS

Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 30% trophies to Sportsman. Entry \$9, \$13 Pro. Gates open 7 a.m., prac. 8, race 9:30. Membership req'd. 213/830-7519.

THIS WILL BE THE EVENT/PARTY OF THE YEAR

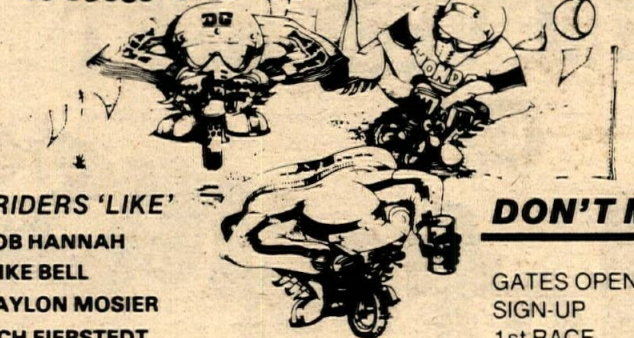
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NOVEMBER 12**

THE DAY AFTER ANAHEIM
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PRO/MECHANIC

Mini-bike Challenge



FLASH!
A PRESS
CLASS TOO.

SEE RIDERS 'LIKE'

★ BOB HANNAH
★ MIKE BELL
★ GAYLON MOSIER
★ RICH EIERSTEDT
PLUS MANY MORE!!

DON'T MISS IT!

GATES OPEN 8:00 A.M.
SIGN-UP 10:00 A.M.
1st RACE 12 NOON

FOR FURTHER
INFORMATION

(714) 558-1584



SADDLEBACK PARK

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R. V. Enterprises, Inc. presents
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Lake Elsinore Raceway

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Every Saturday Night

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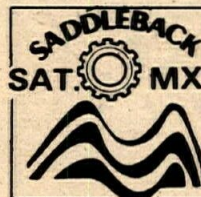
On Highway 71, off at Lagonia St. Between Main St. and Railroad Cyn. Rd.

for info: 714-674-2077 or 676-4718

**Desert
Reward**

To anyone providing information about who
sabotaged the Golden Bear Hare & Hound
course in Calif. City on Oct. 22

**714-689-6114 days
ask for Jerry**



**Motocross
Every Saturday**

Pros —
2-40 minute motos
Sportsmen —
2-30 minute motos
Info:
714-495-4771



**Mt. High State
Championship
Challenge Motocross**
\$3,000 Purse
Nov. 26

for info: 209 291-8793



Road Racing Schedule

Nov. 12 — Riverside

American Federation of Motorcyclists
714-523-3892 916-392-0611

1st & 3rd Sundays

Sprockets Park

Post Entry Only

\$8 Sportsmen/\$12 Pros

2nd & 4th SUNDAYS

Indian Dunes

Sportsmen \$8 Mail \$10 Post

Pros \$12 Mail \$15 Post

EVERY FRIDAY NIGHT

Indian Dunes

Post Entry Only

\$7 Sportsmen \$10 Pros

Membership Required

AME, PO Box 1421, Reseda, CA 91335
213-881-5778

**MX RACES EVERY SUNDAY
AND FRIDAY NIGHT**

Open 7 days — 7 a.m. 'till dark

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Nov. 10—Indian Dunes
Nov. 12—Sprockets Park
Nov. 17—Indian Dunes
Nov. 24—Indian Dunes

American Minicycle Assn.
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MOTOCROSS

Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to Sptsmn. Entry \$8, \$12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

MINI MOTOCROSS

Barona Oaks Raceway, CA. Hwy 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry \$10, guest rider \$9. 714/462-9103, 443-4905.

CMC MOTOCROSS

Saddleback Park, Orange, CA. All classes. Entry Sptsmn—\$7 mail, \$10 post, Pro—\$12 mail, \$15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS

Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 2 motos and 30% trophies for Sptsmn. Entry \$9, \$13 Pro, memb. req'd. Gates open 7 a.m., prac 8, race 9:30. 213/830-7519.

ITA TRIALS SR. CHAMPIONSHIP

Saddleback Park, Orange, CA. 35 or older. Sr. A & Sr. B; Am., Ex, Beg, Nov. sections. Entry \$5, \$7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL

Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry \$5, non-memb. \$7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

AMC MOTOCROSS

Carlsbad Rcw, Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry \$7.50, \$12.50 Pro. Memb. available at track, \$3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

FOURTH ANNUAL TURKEY SHOOT TRIALS

ATA points event. Reche Canyon area, 91 Fwy. past Riverside, CA to Washington St. off-ramp, E to Reche Canyon Rd. & R for 6 1/2 mi. \$2 per bike at gate, free camping. Entry \$5 ATA memb., \$6 non-memb., \$2 kids. Sign up at 9 a.m. For info: 213/790-0813.

ODYSSEY/ATC WEST COAST REGIONAL CHAMPIONSHIP

Corona Raceway, Corona, CA. Odyssey—3 hr. race, 2 drivers allowed. ATC—2 hr. race, 2 drivers allowed 3 1/2 mi. course. Start 11:00 a.m. For more info: Corona Raceway, P.O. Box 388, Corona, CA 91720.

CMC MOTOCROSS

Argyle Park, 11 mi. S of Dixon, CA, Hwy. 113. All Sptsmn 30% brass, Pros 100% p.b. Entry \$10/\$13/\$15. \$2 park fee. Gate open 6:30 a.m., prac. 7:30, sign up 7:00 a.m., first race 9:00 a.m. For info: Argyle Park, P.O. Box 601, Dixon, CA 95620. 916/678-3592.

AMA MOTOCROSS

Helvetia Park, W Sacramento, CA. I-80 to Harbor Blvd. L 6 mi. to track. All classes. Entry: \$10 Sptsmn/\$15 + 1 Pros. Concessions & parts in pits. 916/371-5682, 373-3125.

ROAD RALLY

Freedom Honda, 1715 Freedom Road, Watsonville, CA. Hwy. 1 S of Santa Cruz to Airport Blvd., to Freedom Blvd., turn R. 2 mi. M/C and car classes. Sign up 8 a.m., start 10 a.m. Pre entry \$4/post \$5 per vehicle. Trophies. Roller Coasters MC, PO Box 462, Santa Cruz, CA 95061. 408/475-7527, 728-1211.

D-37 TT SCRAMBLES

Perris Raceway, Perris, CA. Gates open 8:00 a.m., prac. 9, race 10:00. Lightweights MC. 714/657-4897, 657-8917.

D-38 HARE & HOUND

Mt. Signal to Superstition Mt., CA Start Hwy. 98 at Pinto Wash. Approx. 80 mi. Refueling at 40 mi. Entry \$9. Imperial Valley MC. 714/352-3649.

DeANZA \$1000 MX

DeAnza Cycle Park, Sunnymead, CA. Memb. not req. \$1000 Pro purse, 100% brass to pee wees & minis, 50% brass to all Vets. Entry: Memb. Pro \$15; non-memb. Pro \$17; memb. Sptsmn \$7; non-memb.

Sptsmn \$9; pee wees \$7. Free O/N camping. Pay Sat. gate fee & stay thru Sun. free. 714/653-4558.

WASHINGTON

\$10,000 CMC FALL MX SERIES

Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry \$15 Pros; Am. \$8, Pee-Wees \$5; Spectators \$3.50. \$1000 Pro purse each event. \$2,000 in end of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

TEXAS

MOTOCROSS

McAllen MX Park, McAllen, TX. Next to Miller International Airport. All classes. Cash to Experts. Entry \$8, \$10 Ex. McAllen M.C. 512/686-4181.

MOTOCROSS

Wolf Creek MX Park, S/W of Hillsboro, TX. H-916 to FM1204, 2 mi. South to track. All classes. Trophies to 6 place, guaranteed \$753 purse. All new track and gate. Nov. race 9 a.m., Int & Ex race approx. 1 p.m. 817/641-8388.

MOTOCROSS

Mosier Valley MX Park, Alrington, TX. All classes. Rain or shine. \$470 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry gate fee, \$4 Nov., \$7 Int., \$8 Ex., \$9 Nov, prac 8 a.m., race \$9. Int/Ex prac. 1 p.m., race 1:30. payoff to Senior classes only. 214/245-4693.

WYOMING

CROSS COUNTRY

North of Laramie, Wyoming. U.S. Hwy. 30 N from Laramie 18 mi. R on Wyo. #34 — 7 mi. to pit area. Approx. 80 mi. long. LeMans start. All classes, 125-200-250-Open. Pre-entry \$10, post \$15. Laramie Dirt Riders, 315 1/2 Garfield, Laramie, Wyo. 82070. 307/742-2606.

November 25

AMA INDOOR RACES

State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. \$1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

November 26

CALIFORNIA

MOTOCROSS

Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. East of V. Thomas Bridge. All classes. 33% trophies. Entry \$7, \$12 Pros, \$2 gate adm. Prac. 7:30 a.m., race 9. 213/832-6844, 547-1818.

AMA MOTOCROSS

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. 100% Pro p.b., 30% brass. Entry \$8, Ex \$15. Gates open 6:30 a.m., prac. 8:30, race 9. Rt. 2, Box 143c Brentwood, CA. 415/634-3328, 634-1667.

CMC MOTOCROSS

Carlsbad Rcw, Carlsbad, CA. All classes. Entry Sptsmn—\$7 mail, \$10 post, Pro—\$12 mail, \$15 post. Gates open 7 a.m., prac 8, race 9. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

D-36 MOTOCROSS

Plymouth Raceway, Plymouth, CA. Hwy. 16 E from Sacto. Hwy. 49 S from P'ville, Hwy. 49 N from Sonora. All classes. Gate open 6:15 a.m., prac. 7:30 first race 8:30. Entry: Sptsmn. \$10/Ex. \$20. Spec. \$3. Payback \$15.00 of entry for 125/250/Open Ex. O/N camping ok. Last D-36 Blue Plate pt. event for 1978. Entries for next event in lieu of trophies. 1-2-3 only. Next event-Hangtown Sptsmn. qualifier. C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

ODYSSEY/ATC RACE

Perris Raceway, Perris, CA. Opens at 8:00 a.m. All classes. For info: ORCA, PO Box 1078, Rialto, CA 92376. 714/657-8917, 875-8698.

AME \$3000 PURSE MX

Mountain High Int'l., Fresno, CA. H-99 to H-41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b., 30% brass. Entry: Sptsmn. \$8 mail, \$10 post. Pros \$25 mail, \$35 post. Gate fee \$4. O/N camping ok. Gates open 7 a.m. AME Manufacturers Series. 209/291-8793.

CRC MOTOCROSS

Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros 30% trophies to Sptsmn. Entry \$9, \$13 Pro. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req'd. 213/830-7519.

MOTOCROSS

Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk E of Vincent Thomas Bridge. All classes. 33% brass. Entry \$8, Pros \$14. \$2 gate fee. Prac. 7:30 a.m., race 9. 213/547-1818.

CRC DESERT TEAM RACE

Sidewinder Road, Barstow, CA. 6 laps on a 20 mi. course. 1 or 2 riders on 1 or 2 bikes. CRC or D-37 memb. honored. CRC Desert pts. 714/689-6114.

CMC MOTOCROSS

Oasis Raceway, Clear Lake, CA. 10 mi. E of Clear Lake on Hwy. 20. All classes. 100% Pro p.b., 30% brass. Entry \$10 for Amateurs, \$6 for 2nd bike. Pros \$15 + \$1 for ins. Gates open 6:45 a.m., prac. 7:45, race starts 8:30 a.m. O/N camping \$3 per vehicle. Gen. adm. \$3.50. Oasis Raceway, PO Box 1748, Clear Lake Highlands, CA 95422. 707/994-4175.

OREGON

MOTOCROSS

Cross-up Raceway, Bend, OR. Amateur entry \$6, Pros \$10. 100% p.b. to Pros. 503/382-7751.

WASHINGTON

\$10,000 CMC FALL MX SERIES

Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry \$15 Pros; Am. \$8; Pee-Wees \$5; Spectators \$3.50. \$1000 Pro purse each event. \$2,000 in end of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

TEXAS

MOTOCROSS

Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. \$1170 purse, 50% of gate in bad weather. Trophies thru 6 places. Free keg beer. Entry \$8, \$10 Expert. Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

December 1-2-3

CALIFORNIA

MOTORCYCLE SHOW

4th Annual Ventura Show, Ventura County Fairgrounds, Ventura, CA. For information: Exhibit — 213/587-5100. General — 213/588-1934.

December 2

CALIFORNIA

ATC/ODYSSEY RACE

Heber Dunes, 8 mi. off Hwy. 111 on Heber Rd., S.E. of El Centro, CA. Entry \$12. Trophies. Stk. & Mod. classes, Odyssey up to Open. 9 a.m. start, sign up at 7:00 a.m. Number plates req. U.S. Racers, 714/353-2119.

OREGON

SHORT TRACK

Yamhill County Fairgrounds, north end of McMinnville, Ore. Mini-250 Pro. 100% Pro p.b., trophies. Entry, sptsmn. \$5, Pro \$7. 245 N 99 W, McMinnville, Ore. 97128. 503/472-2667.

IOWA

AMA INDOOR RACES

State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. \$1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

December 2-3

CALIFORNIA

D-37 TOYS FOR TOTS GP
Sunrise Valley Cycle Park, Adelanto, CA. 8:00 a.m. start both days. Mail entry \$15/post \$20. Entries close Nov. 20, '78. Half of entry fee goes to USMC Toys for Tots program. Mail entries to: All Sptsmn, Pate Earnest, 11436 E. Chadwell, Lakewood, CA 90715. 213/924-7258. All 0-250 D/37 to Jim Black, 5352 Kirtland, Lakewood, CA 90713. 213/920-3073. Hwygt D/37 All Side Hacks, Bud Wheels, 5426 Olive, Lakewood, CA 90712. 213/634-2542. Women & Sr. D/37, OT HG, TOM Chester, 1995 E. 4th St., Long Beach, CA 90802. 213/437-7244. Send 3 SASE & ck, or MO payable to Maywood M.C.

December 3

CALIFORNIA

AMA LILLIPUTIAN EURO SCRAMBLES
Prairie City OHV Park, Sacramento, CA. Take Prairie City Rd. off Hwy. 50 to White Rock Rd. 125, 250, 500, OT, Vet classes. Dirt Diggers North MC, PO Box 338, Orangevale, CA 95662. 916/351-0271.

ARRA ROAD RACE
Riverside Raceway, Riverside, CA. Classes for GP, Production, 4-stroke GP, 3 Cafe classes, 750 Production, & new box stock class. Gates open 7 am, prac. 8:30, race noon. Med. ins. 213/842-7433.

AMC MOTOCROSS
Carlsbad Rcw, Carlsbad, CA. All classes. 100% Pro p.b., 30% Trophies to Sptsmn. Entry \$7.50, \$12.50 Pro. Membership available at track, \$3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for Pros, 2 motos and 30% trophies to Sportsman. Entry \$9, \$13 Pro. Gates open 7 a.m., prac. 8, race 9:39. Membership required..213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to Sptsmn. Entry \$8, \$12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

AMA CROSS COUNTRY MARATHON
East of the Redding, CA Municipal Airport (off Airport Rd.) Recreation Area. 3.4 mi. course—2 hrs. & 1 lap in length. One or two man marathon-dead engine start. AMA cd. req. 100cc thru Open classes. \$6 to ride, \$2 to watch. Redding Dirt Riders. 916/246-2763, 365-2174 days; 916/547-3892, 241-6702 eves.

D-37 ENDURO
Soggy Dry Lake Area, CA. Lined from Y Cafe to Bessmer Mine Road. Entry: A & B's \$11.50. C's \$8.50. Start 8:00

a.m. Desert MC, 12531 E. Walcroft St., Lakewood, CA 90715. 714/891-4817, 213/865-2362.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry \$10, guest rider \$9. 714/462-9103, 443-4905.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — \$7 mail, \$10 post, Pro — \$12 mail, \$15 post. Gates open 7:30 a.m., prac 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, motos and 30% trophies for Sportsman. Entry \$9, \$13 Pro, membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or Older. Sr. A & Sr. B; Am., Ex; Beg., Nov. sections. Entry \$5, \$7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry \$5, non-memb. \$7. Beg, Hov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 918/456-8421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. \$470 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry gate fee, \$4 Nov., \$7 Int., \$8 Ex. \$9. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to Senior classes only. 214/245-4693.

WASHINGTON

\$10,000 CMC FALL MX SERIES
Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry \$15 Pros; Am. \$8; Pee-Wees \$5; Spectators \$3.50. \$1000 Pro purse each event. \$2,000 in end of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

December 9

IOWA

AMA INDOOR RACES
State Fairgrounds Horse Arena, Des Moines, IA.

Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. \$1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

December 10

CALIFORNIA

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b., 30% brass. Entry: Sptsmn. \$7 mail, \$9 post. Pros \$12 mail, \$15 post. \$3 gate fee. Overnight camping ok. Gates open 7 a.m. 209/291-8793.

AMA MOTOCROSS
Fremont Rcw., Fremont, CA. All classes. 100% Pro/Ex p.b., trophies. Entry \$15 Ex., \$10 others. Pit adm. \$4, riding fee \$2. Gates open 6:30 a.m., prac. 8, first race 9. 415/651-2545, 408/733-9545.

CRC SANTA CLAUS ENDURO
Lucerne Valley, CA. Pits off Camp Rock Rd. in Lucerne Valley. 2 loops, approx. 35 mi. each. -16 C riders, minis & women go one loop. All others 2 loops. Family enduro, CRC pts. Start 8 a.m. Mail entry \$12/post entry \$15, non-memb. add \$2. Send ck. & 2 SASE to CRC, 21440 Applewood Dr., California City, CA 93505. 100% brass to all finishers same day. 714/373-4287.

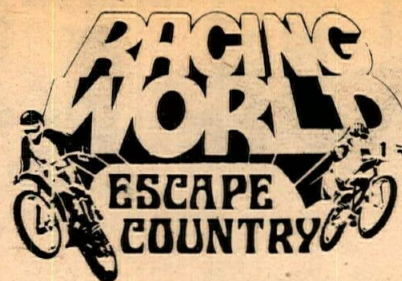
SRA RIVERSIDE GP
Riverside International Raceway, Riverside, CA. Off Hwy. 60. All classes plus Team Race. Entry \$12 mail, \$14 post. Gates open 4:00 p.m. Sat. O/N camping OK. Prac. 8:00 a.m., first race 8:45. Mail SASE to SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

CMC MOTOCROSS
Carlsbad Rcw, Carlsbad, CA. All classes. Entry Sptsmn. \$7 mail, \$10 post, Pro-\$12 mail, \$15 post. Gates open 7 am, prac 8, race 9. CMC Lisc. reqd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

December 16

IOWA

AMA INDOOR RACES
State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. \$1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.



Racing Schedule

Nov. 12
Racing World Motocross
(Marty Smith Course)

Southern California's
only motor recreation
park with
OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK

Nov. 19
CRC Motocross
(Marty Smith Course)

\$1,000 Pro Purse DeAnza Cycle Park November 19

Membership not required
125,250, Open Pro payback
1st \$165, 2nd \$85, 3rd \$45, 4th \$25, 5th \$15
100% trophies to Pee Wees & Minis
50% trophies to all Vets
Sign-up 7:30 Practice 8:30
Pay Saturday gate fees and stay thru Sunday free.
Free overnight camping.

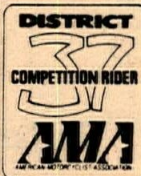
Member Pro \$15
Non-member Pro \$17
Member Sportsman \$7
Non-member Sportsman \$9
All Pee Wees \$7
1st Race 9:30
714-653-4558

Sunrise Valley Cycle Park (formerly 395 Cycle Park) Adelanto, Calif.

**Moto-X racing 1st and 3rd
Sundays each month**
\$8 Sportsman - 30% trophies
same day
\$12 Expert - cash payback
50% trophies to Mini & Vets
Free overnight parking
gates open 7 am, practice 8 am,
1st race 9:30
714-887-1556 714-245-7339

RIDE WITH THE FAST ONES

For coming **MOTOCROSS,
DESERT, SCRAMBLES
& Enduro events**



**CALL
RACERS
Hot Line
714-898-1529**

Motocross Race Schedule



Nov. 12—Saddleback/Points
Nov. 19—Racing World/Points
Nov. 19—Indian Dunes
Nov. 26—Saddleback/Points
Dec. 3—Indian Dunes/Points
Dec. 3—Racing World

Membership Required



**Lake Elsinore
Raceway**
Every Saturday Night
TT Scrambles
info: 714-674-2077/676-4718



Every Saturday
Night
TT & Short Track
Nov. 12
Odyssey/ATC
Races
(714) 657 4879, 657 8917

ODESSEY/ATC

**West Coast
Regional
Championships**

Nov. 19th

**CORONA
RACEWAY
714-735-1705**



Nov. 12
Charles Place in
Red Mountain
no membership required
714-373-4287

DESERT TEAM RACE NOV. 26

Sidewinder Road, Barstow
6 laps on a 20 mile course
1 or 2 riders on 1 or 2 bikes
CRC or Dist. 37 membership
honored
CRC Desert Points
714-689-6114 days
(Dec. 3 Hare Scrambles—Rand Area)

SRA

Riverside Gran Prix
December 10
714-828-1358

FREE LISTING

CALENDAR

Event date	Event sanction	Event type
Location		
How to get there		
Classes	Purse	Entry fee
Mailing address		
Other info		
Your name	Phone number for info	

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

RESULTS

**Rimbenders Hare****Scrambles****Oct. 1, 1978**

1. Kevin Davis
2. Jack Johnson
3. Ron Ellenburg
4. Mike Purdy
5. Mel Chapman
6. Tod Hall
7. Scott Forwood
8. Spunky Forwood
9. Anthony Pasqualotto
10. Fred Hansen
11. Dale Hall
12. Bill McDaniel
13. William Spendlove
14. Montie Gerber
15. George Sturgeon
16. Daryl Folks
17. Casey Folks
18. Mike Ros
19. John Ogren
20. Ron Timmons
21. Lincoln Addie
22. Doug Tichenor
23. Pat Hale, Sr.
24. Ron Busbee
25. Dewey Belvin
26. Dennis Roberts
27. Mark Motto
28. Steve Searcy
29. Del George
30. Dan Statlander
31. Tom Maniello
32. Donald O'Kuly
33. Gary Prater
34. Robert Smotherman
35. George Batallas
36. Del Roe
37. Mickey Dawson
38. Bob Neill
39. Mike Buffington
40. Bob Johnson
41. Paul Pasqualotto
42. Dave Kutrey
43. Dennie Kelly
44. Jeff Campbell
45. Stephen Hampton
46. Michael Tucker
47. Steve Van Hoove
48. Mike Welch
49. Cal Mills
50. Chuck Paddisi
51. John Reo
52. John Forbes
53. Al Keeler
54. John Cowman
55. Scott Morris
56. Mike Hanley
57. Tami Tarbett
58. John Clark
59. Pedro Valdes
60. Mike Cockrum
61. Ted Cohlir
62. Jack Bowsher
63. Robin Tanner
64. Terry Gunn
65. John Mitchell
66. Robert Maichle
67. Joe Schroeder

AMA Central Region**Dirt Track****Final Point Standings**

Phil Darcy	40
Terry Poovey	36
Keith Ullicki	33
Randy Goss	32
Mike Caves	31
Bret Braddy	27
Marty Bushman	26
Phil McDonald	24
Joe Peterson	23
Mike Kidd	19

Motocross**Spring Vly. Racetrack****Clyde, TX****Oct. 15, 1978****By D. Martin**

MINI JR	
Bobby Edwards	Yam
Loren Templeton	Yam
Alan Smith	Suz
MINI SR	
Keith Wilkerson	Suz
Kenny Bolen	Suz
Randy Seawright	Suz
100 JR	
E. Lee Harris	Yam
Robby Edwards	Yam
Kenny Bolen	Yam
100 SR	
Ronnie Warmen	Suz
Keith Wilkerson	Suz
Jimmy Smith	Suz
125 JR	
E. Lee Harris	Yam
Rick McCarty	Suz
Wyatt Seals	Suz
250 JR	
Randy Ivey	Hus
Kelly Glenn	Kaw
Mike Lawler	Hon
OVER 30	
Cliff Phillips	Suz
Homer Reeves, Jr.	Yam
Charles Dahl	Yam
125 INT	
Randy Woodward	Hus
Randy Black	—
Bubba Shobert	Yam
125 EX	
Scott Logston	Suz

Alan Spry	Yam
Tate Walker	Hus
250 INT	
Louis Wooley	Suz
Kevin Graber	Hus
Doug Blue	Kaw
250 EX	
Scott Logston	Suz
Joe Jordan	Kaw
Maby McIntyre	Yam
OPEN INT	
Harold Boyce	Hus
Mike Gibson	Hus
James Ray	Yam
OPEN EX	
Maby McIntyre	Yam
Alan Spry	Suz
Doug Wheeler	Yam

Marysville Motocross**Promotions****Riverfront Park****Marysville, CA****Oct. 29, 1978****By Ramie Sexton**

OPEN EXPERT	
Jerome Heiberger	Mai
Brian Jodry	Mai
Bob Meyers	Mai
250 EXPERT	
Danny (Magoo) Chandler	Mai
Dan Waller	Mai
Pat Wilson	Hon
125 EXPERT	
Dana Waxham	Suz
Tom Odekirk	Suz
Brad Harrison	Suz
OPEN AMATEUR	
Johnnie Cook	KTM
Scott Rice	Yam
Charles Smart	Suz
250 AMATEUR	
Steve Aremca	Hon
Ron Combs	Kaw
Dan Scharf	Hon
125 AMATEUR	
Mike Scott	Suz
Steve Arena	Suz
Bill Ferry	Suz
OPEN NOV.	
George Lowery	Mai
Jimmy Rich	DMS
Grant Higginbotham	Mai
250 NOV DIV I	
Donny Rich	Yam
Greg Nash	Mai
Dave Clark	Mon
250 NOV DIV II	
George Lowery	Mai
Bill McDewitt	Yam
Mark Pace	Hon
125 NOV DIV I	
Steve Reed	Suz
Dwayne Turner	Yam
Rick Lane	Suz
125 NOV DIV II	
Scott Dorman	Yam
Jeff Krek	Yam
Mitch Miller	Suz
100 NOV SPORTSMAN	
Stewart Perry	Yam
Richard Strunk	Yam
Don Lucero	Yam
VETERAN EX	
Bill Grigg	Mai
Charlie Sexton	Yam
VET AMATEUR	
Jack Hampton	Mai
Maurice Deatrick	Hon
Robert McCowen	Bul
VET NOV	
Don Rich	Yam
Don Danne	Suz
Rodger Bubak	Bul
OLD TIMER EXPERT	
Jim Saitone	Mai
Bill McClinton	Yam
Delno Becker	Mai
O.T. AMATEUR	
Larry Bubek	Yam
Bill Hilton	Hus
Wayne Spratt	Mai
O.T. NOVICE	
Milt Emery	Yam
Nick Norton	Yam
Glyn Long	Mai
POWDER PUFF	
Donna Mitchell	Suz
Ellen Parker	Hon
Melodye Hubbard	Kaw
100 MINI EXPERT	
Jimmy Souza	Suz
100 MINI NOV	
Taryl Weinrick	Suz
Steve Archer	Yam
Brent Cash	Suz
80 MINI AMATEUR	
Peter Feldman	Suz
Bobby Moore	MCS
Greg Michalec	Suz
80 NOVICE	
Don Barnhart	Yam
Troy Strauser	Yam
Corbett Thomas	Suz
50 NOVICE	
Steve McCrary	Suz
Anthony Rose	Hon

Motocross**Star Track MX Park****El Paso, TX****Oct. 22, 1978**

250 EXPERT	
Maby McIntyre	Yam
Mitch Moorhead	Hon

Scott Logston	Suz
250 AMATEUR	
Tony Iovinelli	Yam
Larry Armendariz	Suz
Jim Johnson	KTM
250 NOVICE	
Mike Gatlin	Yam
Allan Hain	Hon
Ray Lewis	Suz
125 EXPERT	
Maby McIntyre	Yam
Mitch Moorhead	Suz
Mike Parker	Suz
125 AMATEUR	
Jimmy Brown	Hon
Tony Iovinelli	Yam
125 NOVICE	
Clay Francione	Suz
Chris Price	Suz
Mark Franco	Yam
Jim Brown	Suz
OPEN AMATEUR	
Marco Martin	Mai
Jimmy Little	Yam
100 AMATEUR	
Tracy McIntyre	Yam
Rock Taren	Yam
WOMENS OPEN	
Susie Livingston	Yam
Gayla Franks	Yam
80 EXPERT	
Tracy McIntyre	Yam
Tres Craig	Suz
80 AMATEUR	
Jeff Nelms	Suz
Chris Ikard	Suz
80 NOVICE	
Mike Byre	Suz
Sam Solopex	Suz
MINI-MINI	
Chester Ennis	Ita
David Bowen	Suz

Short Track**Monterey Fairgrnds.****Monterey, CA****Oct. 21, 1978****By Shar Taber**

PEE WEE	
Brent Powell	Suz
Bill Tetrick	Suz
60 NOVICE	
Tony Mitchell	Yam
Vince Adramella	Hon
Charlie Arthur	Yam
60 JUNIOR	
Kurt Chandler	Yam
Jason Morrison	Suz
Antone Mellow	Yam
80 NOVICE	
Benny Scardino	Yam
Ricky Diaz	Yam
Phil Priddy	Yam
80 JUNIOR	
Jeff Kline	Yam
Craig Johnson	Suz
Tom Carriger	Yam
80 EXPERT	
Doug Chandler	Yam
Kurt Chandler	Yam
Aaron Hill	Kaw
100 JUNIOR	
Todd Stewart	Yam
Kelly Vorse	Yam
100 EXPERT	
Doug Chandler	Yam
Chris Carr	Yam
Charles Pettit	Yam
125 NOVICE	
Chad Felicio	Kaw
Don Copeland	Yam
David Campbell	Suz
125 JUNIOR	
Tony Holdscaw	Yam
Dan Moore	Yam
Dan Espinosa	Yam
250 NOVICE	
Jim Willis	C-A
Roger Hazen	Yam
Mark Butter	Yam
250 JUNIOR	
Roger Burditt	Yam
Ron Silva	Yam
Ron Murphy	Yam
250 EXPERT	
Rod Spencer	Oss
Keith Day	Kaw
Bruce Johnson	Yam
360 NOVICE	
Ron Yetter	Bul
Ralph Nonella	Yam
Del Callen	Hon
360 EXPERT	
Goffe Lowe	Yam
Matt Crowley	Bul
Bob Huggill	Yam
500 NOVICE	
Phil Meyenberg	Yam
Jon Tekaji	BSA
Tim Etchison	Suz
500 JUNIOR	
Gerald Spencer	Yam
Jack Kline	Yam
Kevin Crowley	C-A
500 EXPERT	
Keith Day	Yam
Bill Calicura	Yam
Brad Spencer	Yam

Motocross**Indian Dunes****Valencia, CA****Oct. 20, 1978****By Laura Richard**

MINI JR	
Brand Johnson	Suz

Skip Godinez	Suz
Mike Heid	Suz
MINI INT	
Shawn Holahan	Yam
Jon Kelley	Yam
Jimmy May	—
JR CYCLE 60cc	
Eric Brown	Suz
Billy Hoffman	Hon
JR CYCLE 60cc JR	
Johnny Hoffman	Suz
Bobby Hoffman	Suz
Jack Horton	Hon
JR CYCLE 60cc INT	
Marty Rickard	Suz
MINI EX	
Darin Powell	Suz
Pat McConnell	Yam
MINI INT	
Gary Szilagyi	Suz
Shan Gran	Yam
James Bennett	—
MINI JR	
Skip Godinez	Suz
Britt Edwards	Suz
Bobby Moody	Suz
100 INT	
Bobby Wright	Suz
Shawn Holahan	Yam
Jon Kelley	Yam
Jimmy May	—
JR CYCLE 60cc	
Eric Brown	Suz
Billy Hoffman	Hon
JR CYCLE 60cc JR	
Johnny Hoffman	Suz
Bobby Hoffman	Suz
Jack Horton	Hon
JR CYCLE 60cc INT	
Marty Rickard	Suz
MINI EX	
Darin Powell	Suz
Pat McConnell	Yam
MINI INT	
Gary Szilagyi	Suz
Shan Gran	Yam
James Bennett	—
MINI JR	
Skip Godinez	Suz
Britt Edwards	Suz
Bobby Moody	Suz

Motocross**Sprockets Park****Bakersfield, CA****Oct. 21, 1978****By Laura Richard**

500 PROS	
Andy Jannings	Mai
Greg Torgerson	Yam
Jim Denson	Yam
250 PROS	
Kirk Sturgeon	Hon
Dave Strong	Hon
Andy Jannings	Hon
125 PROS	
Danny Thompson	Suz
Gary Jones	Suz
Don Bizzy	Suz
OPEN INT	
Darren Oliver	Yam
Allen Decker	—
Gary Kawakami	Mai
250 INT	
Mike Yafchak	Yam
Jerry Boyd	Yam
Mike Lopez	C-A
125 INT	
Brian Williamson	Yam
Randy Harden	Suz
Jim Stewart	Suz
500 JR	
Paul Cates	Yam
Robert Springman	Yam
Robert Hixson	Mai
250 JR	
Lester Lesneski	Yam
Dennis Rushing	C-A
Robert Anderson	Hon
125 JR DIV 1	
Billy Noland	Suz
Steven Noland	Suz
Mark Stoneburner	
125 JR DIV 2	
Danny Lawborn	Yam
Bill Dewing	Suz
Danny Stoneburner	Suz
125 BEG	
Mark Lipco	Suz
Charles Maddox, Jr.	C-A
Paul Gamble	Suz
250 BEG	
Tom Armistead	Yam
Lance Horton	Yam
Wesley Horton	Yam
500 BEG	
Robert Stevenson	Yam
Ricky Gibbs	Suz
Lee Drewry	Mai
VETS JR	
Terry Williams	—
Dale Tedrow	Mai
100 EX	
Allen Hopper	Yam
Richard Ising	Yam

100 INT	
Bobby Wright	Suz
100 JR	
Shawn Holahan	Yam
Jon Kelley	Yam
Jimmy May	—
JR CYCLE 60cc	
Eric Brown	Suz
Billy Hoffman	Hon
JR CYCLE 60cc JR	
Johnny Hoffman	Suz
Bobby Hoffman	Suz
Jack Horton	Hon
JR CYCLE 60cc INT	
Marty Rickard	Suz
MINI EX	
Darin Powell	Suz
Pat McConnell	Yam
MINI INT	
Gary Szilagyi	Suz
Shan Gran	Yam
James Bennett	—
MINI JR	
Skip Godinez	Suz
Britt Edwards	Suz
Bobby Moody	Suz

Mulkey O.R.V. MX**Championships****McMinnville, OR****Oct. 22****By E. McCormick/****Action Oz**

PEE WEE'S	
Mike Miller	Suz
Gray Weiner	Suz
Shane Cameron	Suz
MINI JR	
Rick Bozarth	Suz
Mike Miller	Suz
Jeff Glass	Yam
MINI INT	
Vince Warren	Yam
Steve Bye	Yam
Jay Collins	Yam
MINI EX	
Craig Lambert	Yam
Ted Harry	Suz
Denny Fennell	Yam
100 JR	
Ken Miller	Yam
Craig Dunlap	Yam
Lori Howard	Suz
100 INT	
Craig Lambert	Yam
Keith Foidel	Suz
Terry Baker	Yam
125 JR	
Bob Silvas	Suz
Jerry Johnson	Suz
Greg Glass	Hon
125 INT	
Brad Lecklider	Yam
Skip Jones	Suz
Frank Jayden	Hon
250 JR. A	
Bruce Irwin	Suz
Tim Reus	Hon
Hobey Kates	Suz
250 JR B	
Kerry Harding	Suz
Ken Cable	Hon
Gordon Hardy	Hus
250 INT	
Mike Kates	Suz
Gary Rost	Suz
Bob Kaser	Yam
OPEN JR	
Rick Tunridge	Yam
Don Huffman	Yam
Mark Kaponza	Suz
OPEN INT	
Jim Lamkin	Mai
Joe Knight	Hus
Ray Shanafelt	Mai
30-40	
Ray Shanafelt	Mai
Denny Robbins	Suz
George Law	Hus
O.T.	
Bill Naylor	Yam
Jim Watts	Yam
Eric Burkinshaw	Suz
125 PRO	
Clay Azar	Yam
Jeff Cropper	Suz
Chris Selnes	Suz
250 PRO	
Darryld Baker	Hon
Darryl Zumstein	Hon
Dave Didier	Yam
OPEN PRO	
Clay Azar	Yam
Skeet Hise	Yam
Chris Alberts	Hus

Moto Tac Kay MX**Woodland Winter****Track, Woodland, WA****Oct. 21**

WANT ADS

Help Wanted

Technical Editor

For national motorcycle magazine. Lots of motorcycle experience & engineering degree, strongly preferred. Send resume to: Shelia Lawlor, CBS Publications, 1499 Monrovia Ave., Newport Beach, CA 92663. (44)

Are you the one?

We have an immediate opening for an experienced, mature part and accessories salesperson. Excellent benefits — medical & dental plan. Contact Len at T&O Yamaha, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (44/TFN)

Service Manager

Excellent pay and opportunities, new building. (714) 985-9871. (45)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

Kawasaki mechanic wanted

Must be experienced. Year round employment — permanent position. This is an established Kawasaki dealership for 12 years. Enjoy Miami sunshine. Call or write: Bill Green, c/o Southwest Cycle Co., 8966 Bird Road, Miami, FL 33165. (305) 226-9542. (46)

Help Wanted

Experienced Yamaha or Honda mechanics (2). (813) 294-3370. Yamaha of Winter Haven, 3618 Havendale Blvd., Winter Haven, FL 33880. (42/TFN)

Salesperson

Excellent opportunity for experienced top-notch Honda salesperson. We offer guaranteed salary + commission, group insurance and paid holidays. Ask for Earl (714) 531-0742. (44)

Honda salesperson

Golden opportunity

One of L.A.'s oldest and largest Honda motorcycle dealers needs a top notch experienced salesperson. All company benefits, must be capable of commission over \$2000.00 per mo. Wes Mullen (213) 423-1433. (44)

Honda mechanic

Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

Motorcycle mechanic

Experience necessary. Salary commensurate with experience. Medical insurance, paid vacations. CLARK'S YAMAHA OF FRESNO (209) 251-8209. (40/TFN)

Master mechanic

To work on customers race bikes. Position requires 10 years experience with college time applicable to experience. Must be familiar with Maico and current Japanese motocross bikes and capable of earning at least \$2000 + per month. Send resumes to: DMG MAICO, 1505 S. Pacific Ave., San Pedro, CA 90731. (45)

Honda-Yamaha mechanic

Experienced only need apply. Beautiful location in Northern California. Send resume to SIERRA CYCLE INC., 180 Home St., Bishop, CA 93514. (45)

Experienced Honda mechanic

5 days. (213) 246-2461. (44)

Yamaha mechanic

No. California dealership seeks Yamaha mechanic. Min. 2 yrs. experience. Salary open + many benefits. Send resume to CYCLE NEWS WEST, Dept. YS, P.O. Box 498, Long Beach, CA 90801. (44)

Honda mechanic wanted

Five days a week. Must have experience. Call Tues. Sat. 9 a.m. to 6 p.m. (714) 492-6741. (45)

Parts Manager

Needed for Honda-Suzuki M/C dealership. 45 minutes from S.F. Must be experienced. Salary + commission. Call (415) 687-8656. (47)

Parts Mgr. & Service Manager

Large Kawasaki dealer. (213) 287-6160. (44)

Business Opportunities

Husqvarna-Suzuki dealership for sale

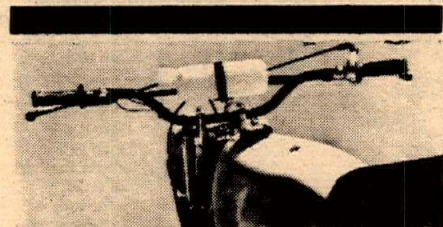
Husqvarna-Suzuki dealership for sale in Sonora, California. 14240 Tuolumne Rd., Sonora, CA 95370. (209) 532-7011. (46)

Nationally known distributor Dirt Bike Accessories

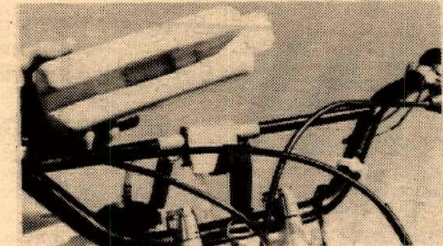
This is a chance of a lifetime to get in the fantastic field of distributing dirt bike accessories. We are an aggressive 3 year old company with a reputation of excellent service and selling high quality name brand equipment. Sales have doubled each year. We maintain a low overhead and are well established. Owner will train or work as general mgr. Direct all inquiries to Managing Agent, 510 E. Maude Ave., Sunnyvale, CA 94086 or call (408) 245-3131. (44)

Liquidation sale

Complete Suzuki fun center, 515 N. Victory Blvd., Burbank. Cycle acc., full line of street and dirt bikes. Accessories include helmets - boots - leathers - jackets - pants - shirts - tires - tubes - fenders - seats - handlebars - gas tanks - saddlebags - glasses - tools - oils - paints, etc. All at 1/2 OFF. Names like BELL * ELECTRO — BATES * PETTY * JOFA MX * BEL-RAY * HI-POINT * JT * MOTO-X-FOX * DG * etc. Plus 13 Puch and laser mopeds below dealer's cost. Fixtures and offices for sale. 10 to 6 daily & Sat. (44)



Carry: Water, gas, oil, etc.



Enduro-Jug 1 qt. canteen

The Enduro-Jug is race proven. It mounts firmly to crossbrace by a special bracket. Used for: Desert racing, enduros, or family riding. Colors: I.T. blue, Suzuki yellow, Honda-Maico red. VISIT YOUR LOCAL DEALER; if they don't stock them yet, send \$9.99 + \$1.50 shipping & handling to: Tumbleweed Enterprise, P.O. Box 3607, Torrance, CA 90510. Dealer info available (213) 378-5530. (40/TFN)

'78 Yamaha YZ400E, low miles

Excellent condition, Malcolm Smith desert tank, factory skid plate. \$1500.00. George Harvey, 4702 W. M-4, Quartz Hill, CA 93534. (805) 943-1802. (44)

Hot to go!! Priced to go!!

New 1978 Husky 250 ORs, 1979 Husky 390 Automatic, 1979 Husky 125CR, 1978 Kawasaki KX125. Taking orders on new 1979, 390 ORs or CRs. (213) 287-6160. (44)

Speedway sellout

3 Jawa, 2 valves, 2 4 valve Weslake conversions, 1 4 valve Speedway Research and all equipment. These bikes proven winners. Make reasonable offer. Call Mike at Romit Grinding (213) 941-2905, home (213) 941-6543. (46)

'78 XT500E, \$1500

Primo cond., only 300 miles. New up pipe with Super Trapp and Bell Super-mag. Must sell, leaving state. (213) 459-2515. (46)

1978 1/2 Suzuki RM250

New Fox air shocks, new tires, new back wheel, Mark Porter silencer and more! Excellent condition. (714) 768-1595 evenings. (45)

1977 KTM MC5 400

Curnutts, long Marzocchi, H-D rear spokes. Immaculate. Must sell! Must sell! Asking \$1200.00, expecting \$900.00. Ph. (714) 840-2604 or (213) 431-7215. (44)

C&J Honda 410cc

Perfect condition, lights, license, Vesco tank. Built by Kenny Weems, has everything. Best deal you can get, very low mileage, must sell. Cleanest C&J on the market — Phone after 6:30 p.m. (714) 496-5844. (44)

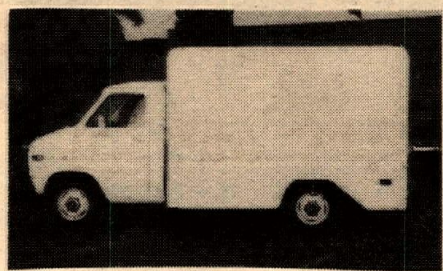
1977 Maico 450

Oldtimer's bike, looks & runs like new. Maintained by Wheelsmith, up pipe, Luft reservoir shocks, air forks, Wheelsmith everything. \$850.00. Days (714) 495-4771, nites (714) 830-1462. (44)

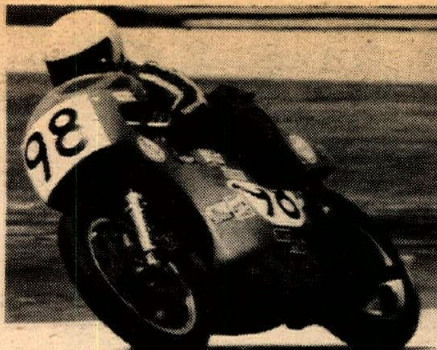
Speedway

48 Jap. chromed Easy Rider frame. Engine new from top to bottom. Must see to appreciate. Serious inquiries only please. \$1000 or best offer. Some spares. Phone (415) 933-3699 after 6:00 p.m. (44)

'73 YAM. SC500, only 42 hrs. running. Best offer (714) 962-7319 or (714) 554-1838. (44)



1974 CHEVY VAN, 350 V8, carpeted, radials, cruise, stereo, big enough to stand in, \$3,500. Call Steve or see at Premier Yamaha, Huntington Beach, CA. (714) 536-7555. (45)



Kawasaki H2R 750 road racer

Bridged-port motor, dry clutch, many spares. Best offer. (514) 672-4585. (44)

Trails Yamaha 80, Honda 70

Yamaha Trailmaster, electric starter, 3000 miles. Honda CT70, only 900 miles. Both in mint condition & running. Stored last 3 years. (714) 832-6751. (44)

1979 Honda CR 250Rs

In stock at SIERRA CYCLE, Bishop, California. (714) 873-5194. (45)

CR250R & RM stock forks

All brand new, RM125, \$175.00. RM400, CR250R, \$199.00. Contact L.O.P. (312) 336-0032. Simons forks, \$369.00. (46)

XR750 H-D '78

Brand new '78 with 7 races, must sell. (503) 476-2288. (44)

Solo bike-Sidecar trailer

Factory built 5 rail 15 foot trailer, holds 5 solo bikes or 2 sidecars or comb. — 2000 pound cap. — almost new — moving forces sale — \$425.00/offer. After 6 p.m. (213) 433-0886. (44)



Alba Honda wetbike demo sale*

\$1695.00. ALBA HONDA, 328 El Camino Real, Encinitas, CA 92074. (714) 436-9771. Open Tues.-Sat. 9 a.m.-6 p.m. (44)

XL 350 Honda engine

Complete, 3000 miles, coil, carb. \$200.00. (213) 374-8317. (44)

20 Ft. Smuggler trailer

Excellent condition, all extras. AM-FM flash tape, large tool box. \$3500.00. (714) 842-7055 evenings. (44)

'78 BMW R100F 1000cc

800 miles, \$3800.00. Weekdays (213) 277-4235, evenings & weekends (213) 204-2330 ask for Scott. (44)

Custom truck

'71 Ford F100, pick-up, automatic, sunroof, AM-FM 8 track, square headlights, custom upholstered. Large camper shell, 2 sets of tires, 1 street, 1 off-road, headers, excellent condition, 73000 miles. Asking \$3800.00 or best offer. (213) 390-3406. Call between 9 & 6 p.m., ask for Ed. (44)

Mike Escue 23P

Would like any photos, news write ups, etc. for memory book. Willing to pay. Please send inquiries to: Lisa Franklin (Escue), 312 Nicholson, Joliet, IL 60435. (815) 727-1393. (44)

'78 Penton 250

Must sell, need money. Runs perfect, has new tires, fork boots, tank bags, some spares. \$1,200 negotiable. Call Ron — 9 to 6 daily — (314) 771-2531 or (314) 773-9858. (44)

M/C jackets clearance sale

Top quality leather, fully lined. \$85.00 each. Brown, size 38 to 42. Black, sizes 38 to 48. ABC LEATHERS, 9802 S. Atlantic, South Gate, CA 90280. (213) 564-1715. Hours — Mon. thru Fri. 8-4:30. (46)

Trackmaster short rod

Triumph short rod and brand new top end. Flowed heads, extra swingarm, pipes, wheels, gearing. (503) 476-2288. (44)

1976 Montesa 125cc

Bought new '77, Curnutt shocks, 3 tanks, very dependable, xint. condition. \$500.00 or best offer. (714) 962-4993. (44)

Precision disc drilling

Custom wheel lacing. Spokes, rims, tires. Electronic spin balancing. UPS service. Bob Keys M.C. Wheels, 1360 B White Oaks Rd., Campbell, CA 95008. (408) 377-8474. (44)

New Hi-Point Racing Catalog

Finally in print. All-new trick goodies for MX, Enduro, and Trail riders. Send \$2.50 for catalog and new HP racing sticker. Fast personal service. AL'S CYCLE, 540 North Main Street, Harlan, KY 40831. (606) 573-7368. (EOI/39, 40, 43, 44)

1975 XR750

John Johnson's bike. 1977 Nat. #75, 1978 Nat. #23. Excellent shape, super fast, lots of extras. Call after 5:00 p.m. (806) 935-5533. (45)

Norton Triumph owners/dealers

We repair stripped ports, threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

New CR250R cylinders

Recondition your old worn chrome plated cylinders with precision alloy sleeve. Includes finish boring and match ports, oversize available, \$85. Porting \$50 extra. (312) 697-4343. (2)

850 Seeley-Honda

Morris mags, triple discs, Cerex ignition, Weber carbs, chromoly frame, extremely fast, good handling, too many extras to list. Best offer or trade for tourer (BMW, H-D). (805) 544-1332 days, (805) 544-9466 eves. (45)

'76 Elsinore 125

Excellent condition, low, low mileage. Must see to appreciate. \$550.00. Call (213) 926-2745 after 4:30 p.m. (44)

Last chance

'77 Montesa 250 VB, \$875. '76 Husqvarna 360 CR, \$750. Both are in excellent condition. I will consider any reasonable offer. (805) 323-6385. (44)

'73 Triumph Trident

Less lower end, \$400.00. BELLFLOWER MOTORCYCLE SHOP, 14620 Lakewood Blvd., Bellflower, Cal. (213) 634-8010. (44)

Buy '78 YZ400E better than '79

Twelve inches of travel at both ends. Terry forks, White Bros. shock, Pro-Fab swingarm, Petty no-dive, full floater rear brake, 17 inch Sun rim, Sun front rim, Metzlers, desert tank, aluminum muffler, all stock parts and extras, \$3000.00 invested, \$2050.00 or best offer. After 5:30, ask for Tim (213) 921-3330. (44)

Wanted

'78 or '77 Honda CR 125 cylinder in good cond., stock or ported. Also Husky 3.5 Vesco tank, 1 pr. Girling gas shocks for sale. Jon (714) 453-3671. (44)

1978 Jeep CJ5

V8 motor, low mileage, lots of extras. (213) 442-2939. (44)

'75 Yam. mono

Betor forks — White Bros desert tank — original rear tire. \$500.00. (213) 448-7771. (44)

'77 YZ 400D, ridden 8 times

Vesco, skid plate, \$985.00 or trade for ATC 90 plus cash. Simi Valley (805) 526-1711. (44)

Suzuki RM125B

Perfect condition, ridden only 4 months, extras. \$625.00. (213) 345-2647. (44)

TZ 250D Yamaha road racer

Good condition, raced 3 times, 3rd at Riverside, 6th at Daytona, 3rd at Loudon. Fresh motor, big rims with slicks with extra tire. Call Don after 6:00 p.m. (415) 799-2234. (44)

CR250 '75 Honda Elsinore

S&W fork kit and shocks, excellent condition, extra parts. \$450 or best offer. (213) 693-0407. (44)

2 1975 Kaw. Z1

One stock with fairing, other production racer or fast street bike. New Yoshimura motor, braced frame and swingarm. Double discs, wide wheels, racing tach and much more. \$1400 & \$1775 or best offer. Evenings, Steve (714) 566-6012. (44)

Bul shifter

Stop overshifting into false neutrals. Our proven re-worked Bultaco shifter drum eliminates this problem. 5 ounces lighter than stock. Unbelievable difference. \$35 exchange, + U.P.S. Immediate return shipment or send \$50 m.o. deposit (refunded upon receipt of your drum). FRANK'S WHEEL SHOP, 4700 Milam, Amarillo, TX 79110. (806) 352-6487. (45)



1978 BMW R100S

Morris mag wheels with rear disc brake, 1700 original miles, \$4,100 or best offer. Call before 6 p.m. (213) 781-6386. (44)

'77 Yamaha TT500

Xint. cond., Pro-Tec pipe, extra tank, plus more. \$875. Also 1971 Kawasaki 100 Trail Boss, \$100. (213) 348-8470. (44)

'77 TT500 with Simon forks

Stock engine & frame, Simons, Curnutts, desert tank, pipe, Cfleng Shins, very low time, \$1250. (714) 481-8492. (44)



Luft Super Pro Monoshock Reservoir

ELIMINATES damper fade. Used by Radical Ron Turner. 50% more volume. Two day installation. \$104. MOTODESIGN, P.O. Box 4233, Memphis, TN 38104. Phone orders 24 hours, (901) 324-7755. (44)

'77 RM 250 C

Girl ridden very little, aluminum swingarm, must see, \$850. (714) 968-3493. (46)

'76 Yamaha YZ400

Clean — never raced. \$675 — best offer. Evenings (213) 894-0776. (44)

Sell or trade Kaw. KZ250

Want Faltz CZ or 305 Hawk or ? Sell — \$395.00. (714) 249-6277. (44)

Fox air shocks

For sale 17" Fox Air shocks, still in box. (714) 827-4715. (44)

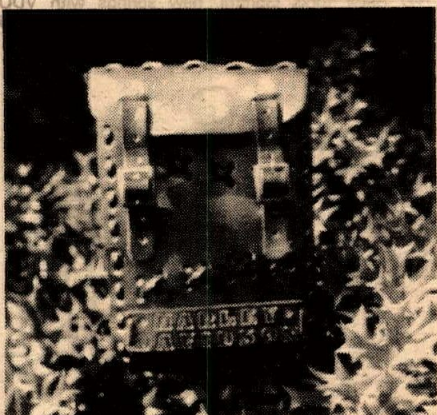
PATRACO DYNO near new, \$2500. Kwikway Boring Bar, table, bore gauge near new, \$2200. Large metal topped workbench, \$150. Electro checkers, Suzuki, \$175. Yamaha \$150. (916) 927-2656. (44)

Nitrous Oxide injection

Horsepower in a bottle. Safe and reliable. For information write or call (714) 537-6033. (45)

Moving!!

Folding bed/bench seat for van — xint. cond, \$50.00 — Mini-bike \$35.00 — leading link front end for big bike or hack, \$45.00 — 36mm Mikuni, like new, \$20.00. After 6 p.m. (213) 433-0886. (44)



Brown leather pouch

Handmade leather tool pouch, (10"x6"x4"). Made to give years of service. Fastens snugly to cycle sissy bar. (Not a product of Harley-Davidson.) Supply is limited, so order promptly. Print name, address, zip code, and name of cycle to be shown on bag. \$30 plus postage. Shipped UPS, COD. Mail to: M.V. Stone, Rt. 1, Huckaby Rd., Box 31C, Brooks, GA 30205. (44)

'77 Suzuki RM125B

Mint condition, 520 chain, Maguras, must see, \$625. (714) 272-2617. (44)

Cycle trailer

3-bike, low, easy loading, only \$250.00. (714) 687-9050. (44)

New Triumph Silver Jubilee

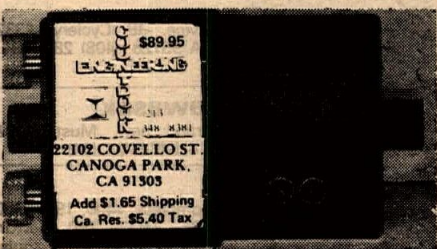
and high usage parts inventory. No junk. 1959-1978 selection. \$15,000.00 value — make offer. Will deliver. (602) 855-9198. (46)

Do you??

Want to trade a trailer or dune cycle, or ? For some dirt bikes? Maybe even money!! (213) 361-6603. (44)

Barry Briggs liked it

So will you. 2 speed Jawa Speedway bike. Equipped with the best. Lots of spare parts, new spare quick hub & wheel, like new tires, new Cody pipe. (213) 682-1706. (45)



(213) 348-8381. (35/TFN)

Yamaha TY 250 wanted

Dan Gallatin, P.O. 430, La Quinta, Calif. 92253 or call after 6 (714) 564-4047. (44)

'78 Honda XR75, \$375

Stock, ridden very little, excellent condition, must sell! (714) 996-4355. (44)

'78 H-D XR 750

Lawwill frame, Barnes wheels, Branch heads, spares. Only has 3 races on it. Call (303) 433-0564. (44)

XR 750

1975 Sump engine with Sifton cams, Ceriani forks, Mulholland shocks, some engine spares. 3 sets pipes, one set Lawwill pipes still in box. Day (805) 763-1759, nite (805) 765-4570. (44)

1977 Maico 250

Brand new cond. — Turner up-pipe, Fox fork kit, Sun rims, \$1,000.00 firm. (209) 896-1835. (44)

'77 YZ 100D

Excellent condition, green sticker, \$550.00/best offer. (415) 933-1748. (44)

Desert or enduro special

'78 Husky 390 CR w/green sticker. Call (209) 431-5568 after 6 p.m. for details & price. Many extras inc. dez tank. (44)



Junior 750 1/2 Miler

Triumph — Kennedy built and maintained. Race ready — proven winner. Extras available. (614) 475-0142 or (614) 475-8421. (45)

TZ250E

Fresh from Loudon's National winner's circle. Very clean, super fast, spares. Call Perron Leathers (413) 498-2268. (47)

For sale

COLLECTORS SPECIAL — 1964 Honda Super Hawk (red). One of the last red units off the line, absolutely original condition, ONLY 1.3 mi. on the odometer. Completely preserved after uncrating in 1967. A true collector's item. Contact Doug Oswald, Amer. Honda Mtr. Co. (609) 235-8700 ext. 218. Will deliver anywhere for expenses. (44)

1975 XR750

Trick motor, extra wheels and gearing, \$6,500. (313) 353-7866. (46)

'78 YZ400E better than a '79

12 inches travel both ends. Terry fork kit, White Bros. shock, Pro-Fab swingarm, Preston Petty No-Dive, 17 inch Sun rim, front Sun rim, Metzlers, full floating brake, Gunnar gasser, K&N filter, skid plate, desert tank, all stock parts and extra parts included, never raced. \$3000.00 invested, \$2075.00 or best offer. Call Tim after 5:30 (213) 921-3330. (44)

'76 1/2 Husky 250 WR

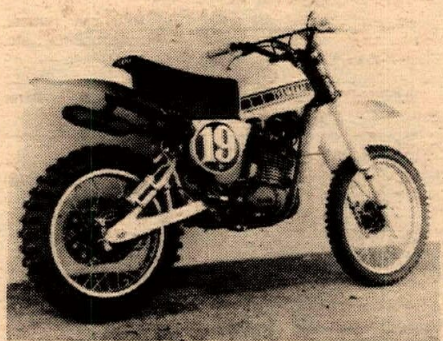
Works Performance shocks, two Vesco tanks, fresh rebuild on top end, long travel forks — \$600.00. '74 XR-75 — \$150.00. (714) 586-0950 days — (213) 331-4290 eves. (45)

'78 RM 125 C, brand new

Ridden once only, \$850.00. Also used 125-C, \$700. Works Performance shocks 14 1/2", excellent condition, \$50.00. Aft. 7 (714) 990-2824. (45)

Win Baja

on this 390 Husky prepped for Baja 1000. New rod — trans — seals — clutch, etc. Injury forces cancellation of Baja ride. Bike is fresh. Call for details. \$1100/offer. (714) 548-1235. (44)



Olympiad MX dominated by White Bros. suspension

The Olympiad MX results are in: Gillman 2nd, Staten 4th & Gibson 5th to take 3 out of top 5 finishing positions using White Bros. suspension. Other Olympiad top finishers using White Bros. 2 & 4 stroke accessories and services were Aldana, Brooks, and Gleason. For the winning edge call or write WHITE BROS. CYCLE SPECIALTIES, 11611-M Salinas Dr., Garden Grove, CA 92653. (714) 638-1653. (44)

Stop sleeping with bags!!!

'69 Ford Van, self-contained, bubble top, carpet, panel, stereo, built-in stove, refig., sink, water tank, fold-up bed, good condition — many extras — hauls 2 bikes — \$2995.00. (213) 637-9846 or (213) 659-1450. (45)

SENSATIONAL!!



LEADING AXLE FORKS

- YZ100 • RM100 • CR125
- XL100 • XL125
- OLDER BUL'S AND MANY OTHERS

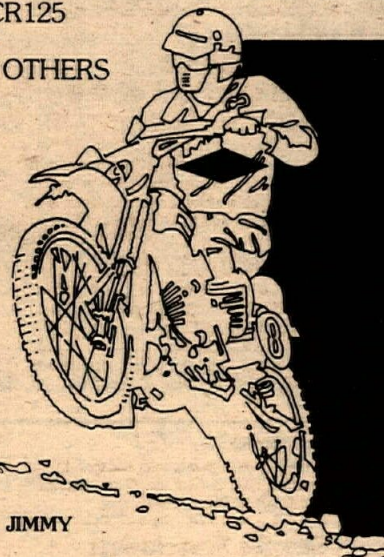
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PURCHASE OF 8-10
INCHES TRAVEL
35MM FORKS!

TURN YOUR 100 ROCKET
INTO A FANTASTIC
HANDLER NOW!

RACE-PROVEN! ASK ERIC KEHOE, JIMMY
COFFEY, RON GIBSON
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ATTENTION ALL CALIFORNIA DEALERS

5th Annual California Motorcycle Dealers Meeting Sacramento Inn — Sat. & Sun., Nov. 11 & 12

SAT., NOV. 11 — Annual Meeting, Luncheon, Trailblazers Meeting, Antique M/C Show, Cocktail Party, Cabaret Dinner Dance — Meet fellow dealers from all over and enjoy films of California racing over past 30 years.

SUN., NOV. 12 — All Day Seminar on Insurance & Financing
How to make an additional 10 to 50 Thousand a year on your present volume — Let us show you how Luncheon and farewell cocktail party

For information call for Hy Weitzman —
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Long Beach, CA

GOODIES GALORE!!

GIANT PARKING LOT SALE

MALCOLM SMITH M/C
7563 INDIANA
RIVERSIDE (OFF 91 FWY)
SATURDAY NOV.18

8:30 - 6:00

Up to 75% off accessories!!
Up to 90% off Husky parts!!
You'll be sorry if you miss it!!

BSA parts - new & used

Shipped Anywhere
Specializing in BSA & Triumph repairs

Jim Hunter Motorcycle Repair

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Yamaha & Bultaco of El Monte

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213/442-5800
Lots of New, Used, & Obsolete Parts in Stock
Mail Order Anywhere

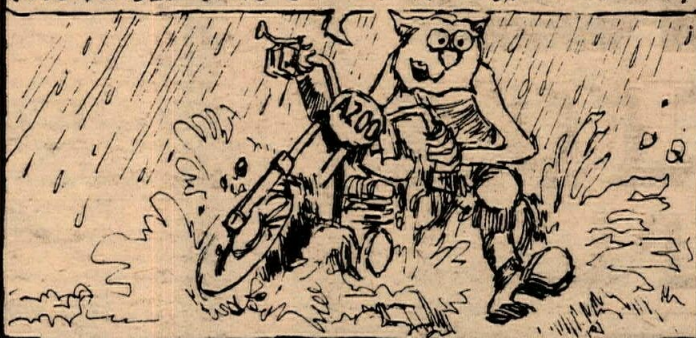
the continuing adventures of Motocross Cat Tony Bell

R RESCUE

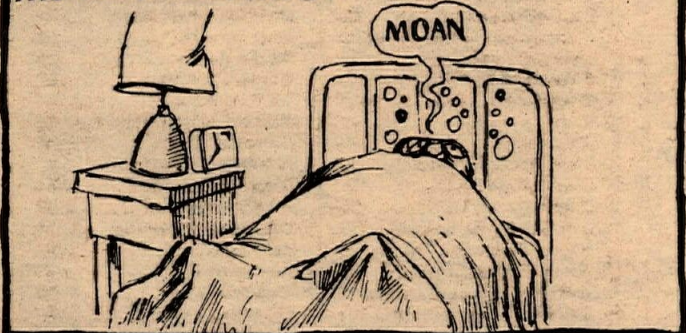
REMEMBER - LOTS OF LIQUIDS!



TWO WHOLE DAYS OF MUD RIDING. WHAT FUN?



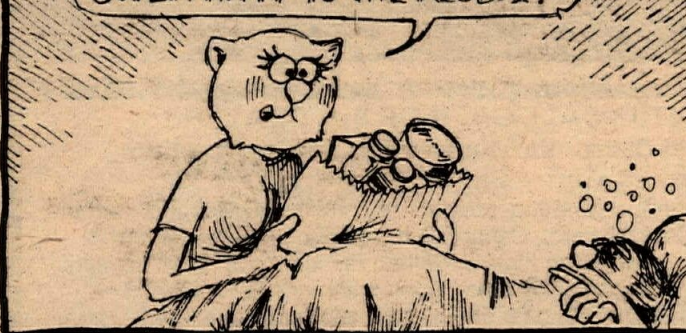
MONDAY MORNING:



PRUNEHOLDA... I THINK I'M DYING? HELP!



SUPER KITTY TO THE RESCUE!



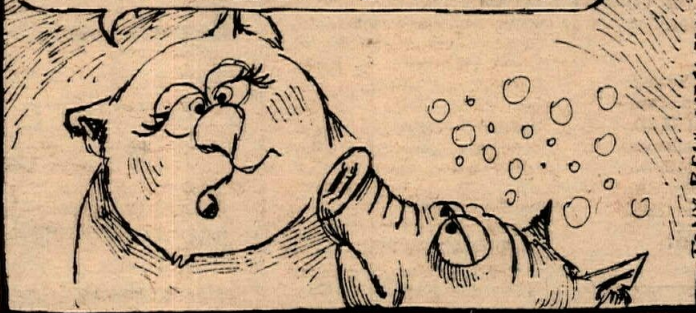
ASPIRIN, VITAMIN C, FRUIT JUICE, AND CHICKEN SOUP?



WITH LOTS OF REST WE'LL HAVE YOU FIXED UP IN NO TIME!



ALL YOU HAVE IS A LIGHT CASE OF SWINE FLU - I CAN TELL BY THE SYMPTOMS!



NITROGEN BOTTLED "Safe", dependable, DOT 3E 1800 regulations, three safety features, \$99.00. (213) 842-3280. (38/TFN)

'72 Husqvarna 250CR

Runs/looks excellent. Stock and desert tank, air/oil forks, Mulholland shocks, fresh first bore, Hooker pipe, many other extras. \$400.00/best offer. (714) 631-5086. (44)

XL350 \$500, Husky 250 \$450

Both bikes only trail ridden, many extras. Want to trade for dune buggy, ATC 70-90-110 or whatever. Located in Long Beach. Days (213) 624-6281, nites (213) 425-4361. (44)

'78 Honda CR250R brand new

Right off showroom floor. This bike has never been ridden. A good buy at \$1595.00. (213) 846-3475. (44)

Penton 125 giveaway

'74, good condition, stored 3 years, \$199.95. (213) 990-5249. (44)

Vincent baskets - Bultaco

1952 Rapide, 90% comp., \$1200 - 1950 Shadow Norvin special, \$900 - 1975 360 Frontera Enduro, 1250 mi., \$500. (408) 578-6637. (44)

'77 Yamaha YZ250D

Like new, White Bros. Mono, 2 tanks, skid plate, fork protectors and more. \$825.00. (213) 767-3331. (44)

Vintage Yamaha TZ750A, TZ250

250 - Morris mags - new Vesco fairing. Both have low mileage on engines. 750 - \$2,600. 250 - \$1,400. (213) 368-2330. (44)

Smuggler 15 ft.

Self contained - carries 4 bikes - excellent condition - make offer. (213) 498-2518. (44)

1977 1/2, 390 Husky Automatic

6" Curnutts, set up for enduro riding. Large Husky tank, extras, exlt. cond. Must see. Contact A.C. Bakken (714) 743-3977. (44)

'78 RM 250 Suzuki

Perfect condition with extras. Low hrs., \$925.00 or trade for TT500. (714) 682-1030. (44)

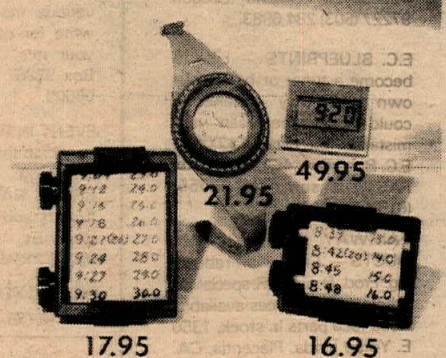
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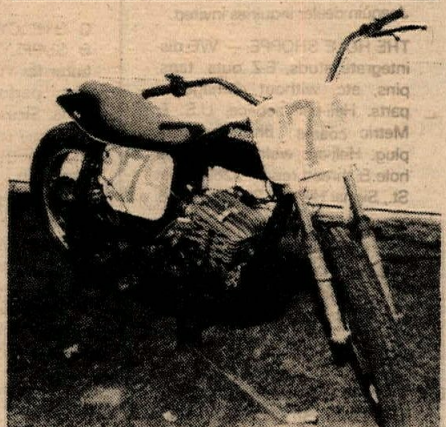


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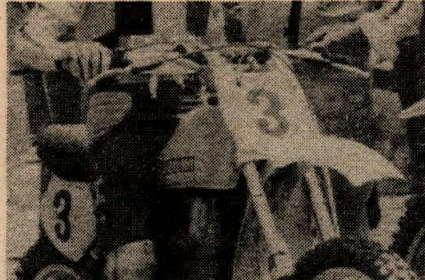
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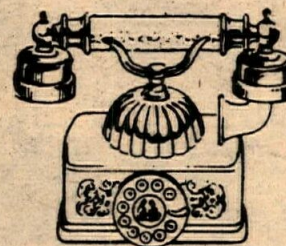
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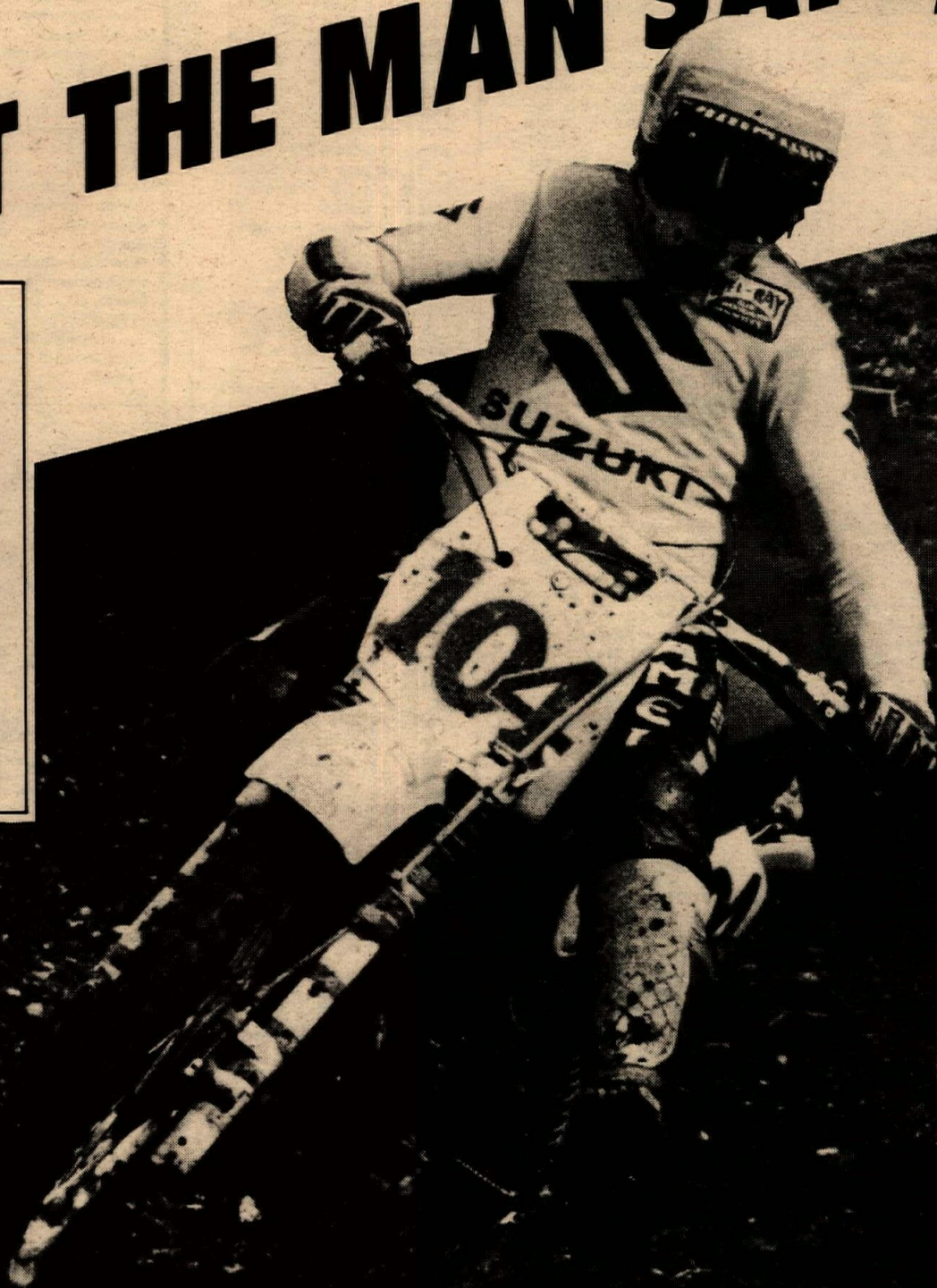
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